

UNIVERSITY OF ILLINOIS INSTITUTE OF AVIATION

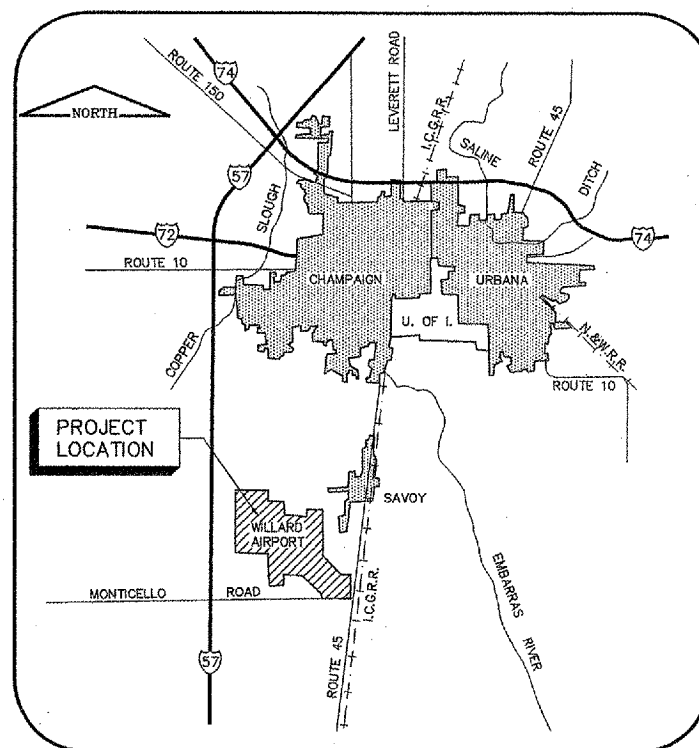
CONSTRUCTION PLANS FOR

UNIVERSITY OF ILLINOIS - WILLARD AIRPORT

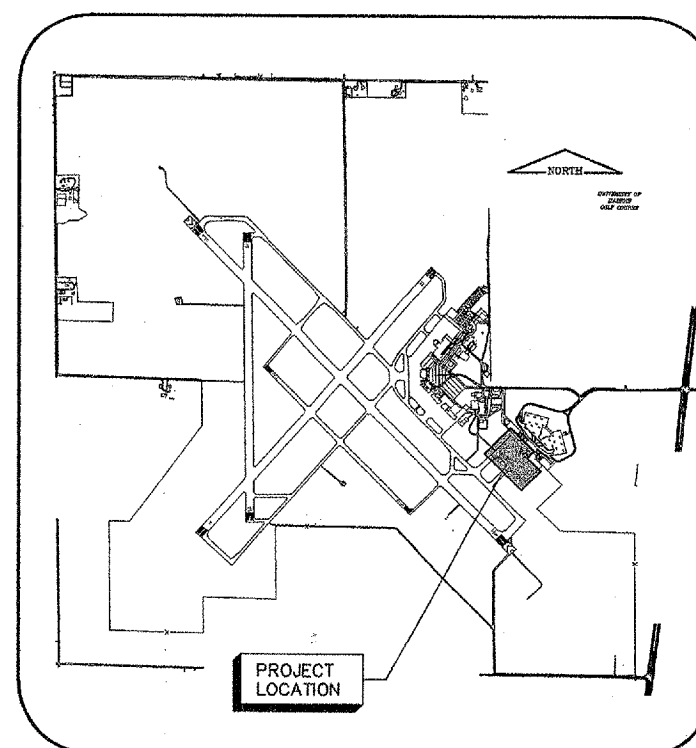
ILLINOIS PROJECT CMI-3449
A. I. P. PROJECT 3-17-0016-22

REHABILITATE AIR CARRIER APRON PHASE 1

JUNE 10, 2005



LOCATION MAP



SITE PLAN

June 21, 2005
 SEAN M. SMITH
 062-032047
 LICENSED
 PROFESSIONAL
 ENGINEER
 / OF
 ILLINOIS
 Expires Dec. 29, 2005

GROUND CONTROL RADIO FREQUENCY - 121.8 ATIS FREQUENCY - 124.85 MAXIMUM HEIGHT OF EQUIPMENT ABOVE GROUND IS 25 FT.
UNIVERSITY OF ILLINOIS WILLARD AIRPORT
APPROVED <i>Stephen M. Smith</i> DATE <u>8 June</u> 2005
CMT CRAWFORD MURPHY & TILLY, INC. CONSULTING ENGINEERS License No. 184-000613
SUBMITTED BY <i>Se Sh</i> DATE <u>June 21</u> 2005 CM&T JOB NUMBER 03059-03

CALL J.U.I.E.
BEFORE EXCAVATING
1-800-892-0123

UNIVERSITY OF ILLINOIS - WILLARD AIRPORT

TOWNSHIP: T 18 N
RANGE: R 8 E
TOWNSHIP: TOLONO
COUNTY: CHAMPAIGN

AIR CARRIER APRON
GEOMETRIC DESIGN DATA

DESIGN GROUP - GROUP IV
WINGSPAN - UP TO BUT NOT INCLUDING 171 FT.
DESIGN APPROACH CATEGORY - C

PAVEMENT STRUCTURE DESIGN DATA
560 ANNUAL OPERATIONS
DESIGN AIRCRAFT - 737-700
GROSS WEIGHT - 155,000 LBS.
DUAL WHEEL GEAR

FILE: K:\CHAMPAIGN\309903\UPAWN\SHEETS\01_LDDPC05.dwg
 CREATED: 08/17/01
 MODIFIED: 06/10/2005
 SCALE: 1" = 100'
 LAST UPDATE:

INDEX TO SHEETS

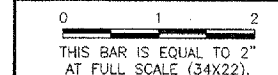
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2	INDEX TO SHEETS AND SUMMARY OF QUANTITIES
3	SITE PLAN
4	GENERAL NOTES AND DETAILS
5	HORIZONTAL AND VERTICAL CONTROLS
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7	CONSTRUCTION ACTIVITY PLAN GENERAL NOTES AND DETAILS SHEET 2
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9	CONSTRUCTION ACTIVITY PLAN PHASE 1 MARKING
10	CONSTRUCTION ACTIVITY PLAN PHASE 2
11	CONSTRUCTION ACTIVITY PLAN PHASE 2 MARKING
12	CONSTRUCTION ACTIVITY PLAN PHASE 3
13	CONSTRUCTION ACTIVITY PLAN PHASE 3 MARKING
14	CONSTRUCTION ACTIVITY PLAN PHASE 4
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16	CONSTRUCTION ACTIVITY PLAN PHASE 5
17	CONSTRUCTION ACTIVITY PLAN PHASE 5 MARKING
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50	ELECTRICAL ADJUSTMENTS AND DETAILS
51	GRADING, TURFING AND EROSION CONTROL PLAN
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58	CROSS SECTIONS SHEET 5 / BASELINE B STA. 94+70 TO STA. 95+50

INDEX TO QUANTITIES

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
AR125941	ADJUST STAKE MOUNTED LIGHT	EA	20
AR125942	ADJUST BASE MOUNTED LIGHT	EA	2
AR150510	ENGINEER'S FIELD OFFICE	LS	1
AR152481	SHOULDER ADJUSTMENT	CY	400
AR156510	SILT FENCE	LF	1,850
AR156520	INLET PROTECTION	EA	1
AR162408	CLASS E FENCE, VINYL-8'	LF	600
AR162720	ELECTRIC GATE - 20'	EA	1
AR162900	REMOVE CLASS E FENCE	LF	600
AR162908	REMOVE ELECTRIC GATE	EA	1
AR163000	TEMPORARY CONSTRUCTION FENCE	LF	280
AR209510	CRUSHED AGGREGATE BASE COURSE	TON	2,850
AR302900	REMOVE 4" ATPS	SY	4,255
AR401610	BITUMINOUS SURFACE COURSE	TON	2,385
AR401655	BUTT JOINT CONSTRUCTION	SY	1,650
AR501508	8" PCC PAVEMENT	SY	2,720
AR501509	9" PCC PAVEMENT	SY	29,515
AR501510	10" PCC PAVEMENT	SY	2,890
AR501513	13" PCC PAVEMENT	SY	1,515
AR501530	PCC TEST BATCH	EA	1
AR501604	4" PCC SIDEWALK	SF	1,250
AR501690	PCC SIDEWALK REMOVAL	SF	1,180
AR501908	8" PCC PAVEMENT REMOVAL	SY	615
AR501915	15" PCC PAVEMENT REMOVAL	SY	3,640
AR510515	GROUND ROD	EA	28
AR510905	REMOVE GROUND ROD	EA	28
AR603510	BITUMINOUS TACK COAT	GAL	3,650
AR620510	PAVEMENT MARKING	SF	7,500
AR620590	TEMPORARY PAVEMENT MARKING	SF	8,000
AR620900	PAVEMENT MARKING REMOVAL	SF	8,000
AR701212	12" CMP	LF	300
AR705544	4" NON PERFORATED UNDERDRAIN PIPE	LF	70
AR751944	ADJUST MANHOLE - IN PAVEMENT	EA	2
AR800235	REMOVE 6" PCC CURB	LF	250
AR800240	TEMPORARY HMA TRANSITIONS	SY	2,520
AR800331	PAVEMENT MILLING, 6"	SY	29,515
AR800332	PAVEMENT MILLING, 8"	SY	2,890
AR800248	12" VERTICAL EDGE DRAIN	LF	300
AR800281	LIQUID BOND BREAKER	SY	32,405
AR901510	SEEDING	AC	1
AR904510	SODDING	SY	920
AR908510	MULCHING	AC	1


REVISIONS

NUMBER	BY	DATE



UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT
 REHABILITATE AIR CARRIER RAMP
 INDEX TO SHEETS AND
 SUMMARY OF QUANTITIES








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DATE:	06/10/2005
JOB No:	03059-03-00
IL PROJECT:	CM-3449
A.I.P. PROJECT:	3-17-0016-22
SHEET	2 OF 58 SHEETS

LEGEND

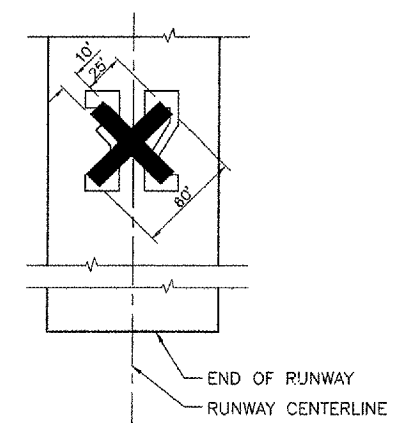
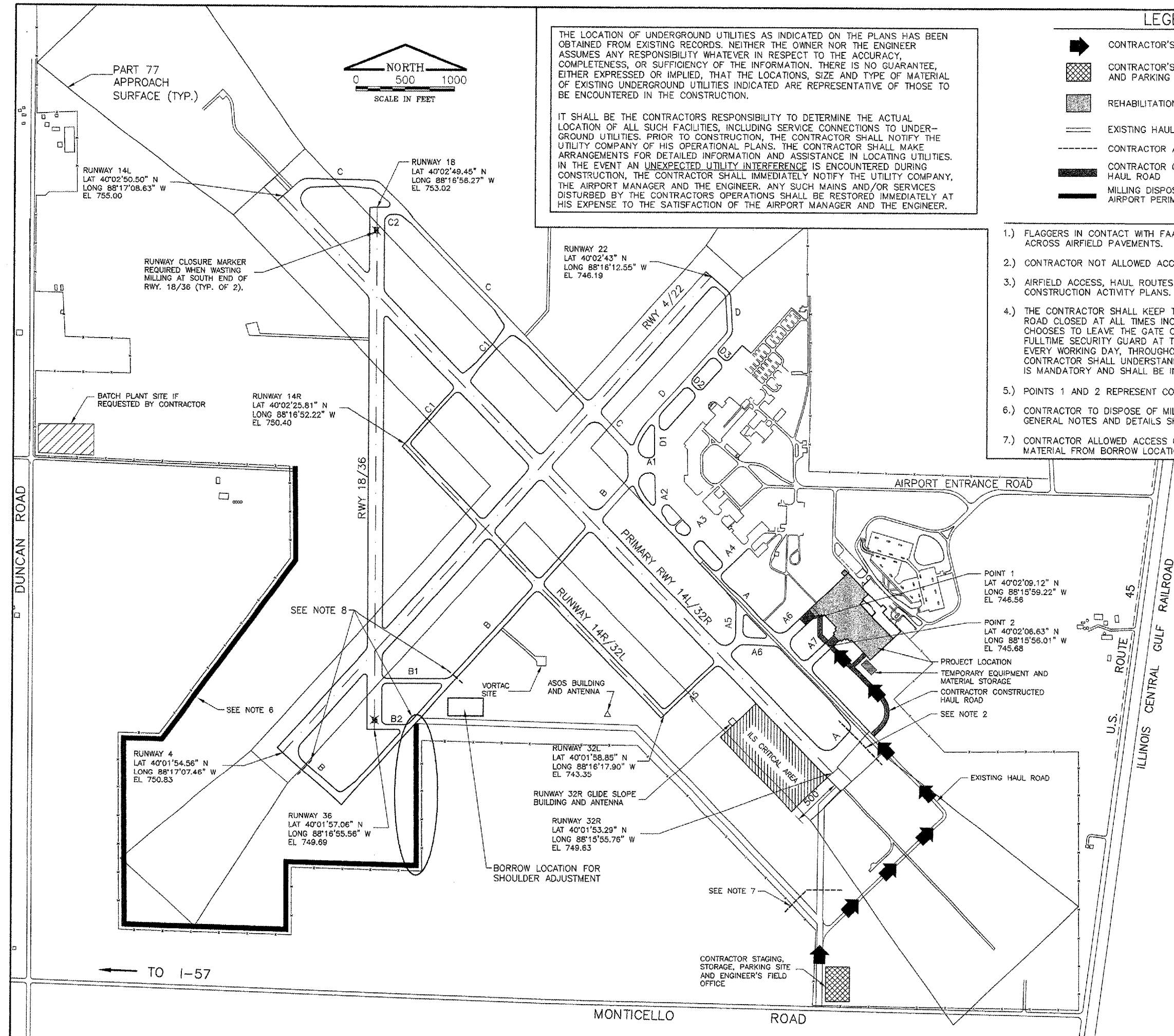
-  CONTRACTOR'S ACCESS ROUTE
-  CONTRACTOR'S STAGING, STORAGE AND PARKING SITE
-  REHABILITATION WORK AREAS
-  EXISTING HAUL ROAD
-  CONTRACTOR ACCESS RESTRICTED
-  CONTRACTOR CONSTRUCTED HAUL ROAD
-  MILLING DISPOSAL AREA - AIRPORT PERIMETER ROAD

NOTES

- 1.) FLAGGERS IN CONTACT WITH FAA GROUND CONTROL WILL BE REQUIRED FOR ACCESS ACROSS AIRFIELD PAVEMENTS.
- 2.) CONTRACTOR NOT ALLOWED ACCESS WITHIN 250' OF RUNWAY 14L/32R CENTERLINE.
- 3.) AIRFIELD ACCESS, HAUL ROUTES AND FLAGGER REQUIREMENTS TO BE AS SHOWN IN CONSTRUCTION ACTIVITY PLANS.
- 4.) THE CONTRACTOR SHALL KEEP THE CONTRACTOR'S ACCESS GATE ON MONTICELLO ROAD CLOSED AT ALL TIMES INCLUDING WORK HOURS. IF THE CONTRACTOR CHOOSES TO LEAVE THE GATE OPEN DURING WORKING HOURS HE SHALL POST A FULLTIME SECURITY GUARD AT THE GATE TO PREVENT UNAUTHORIZED ENTRIES EVERY WORKING DAY, THROUGHOUT THE HOURS THE CONTRACTOR IS ON SITE. THE CONTRACTOR SHALL UNDERSTAND THAT THE USE OF A FULLTIME SECURITY GUARD IS MANDATORY AND SHALL BE INCLUDED IN THE CONTRACT.
- 5.) POINTS 1 AND 2 REPRESENT CONSTRUCTION LIMITS CLOSEST TO RUNWAY 14L/32R.
- 6.) CONTRACTOR TO DISPOSE OF MILLINGS AT LOCATION SHOWN. SEE DETAIL ON GENERAL NOTES AND DETAILS SHEET.
- 7.) CONTRACTOR ALLOWED ACCESS ONLY WHEN DISPOSING OF MILLINGS AND OBTAINING MATERIAL FROM BORROW LOCATION.
- 8.) TAXIWAY B TO BE CLOSED FROM TAXIWAY B1 TO THE APPROACH OF RUNWAY 4 DURING CONSTRUCTION OF AIRPORT PERIMETER ROAD IN THIS LOCATION. PLACE HIGH-PROFILE BARRICADES AT LOCATIONS INDICATED.

THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION.

IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE AIRPORT MANAGER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTORS OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE AIRPORT MANAGER AND THE ENGINEER.



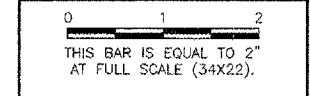
CLOSED RUNWAY MARKER DETAIL
N.T.S.

RUNWAY CLOSURE MARKER NOTES

- 1.) MARKERS SHALL BE YELLOW.
- 2.) MARKERS SHALL BE PAINTED PLYWOOD, PLASTIC OR OTHER APPROVED MATERIAL. SNOW FENCE IS NOT PERMITTED.
- 3.) CONTRACTOR SHALL MAINTAIN MARKERS AS DIRECTED BY THE RESIDENT ENGINEER.
- 4.) COST OF FURNISHING, INSTALLING AND MAINTAINING, RELOCATING AND REMOVING MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.
- 5.) MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS.
- 6.) CLOSED RUNWAY MARKERS TO BE REMOVED AT THE END OF EACH WORKING DAY WHEN THE RUNWAY IS TO BE OPENED TO TRAFFIC.

REVISIONS

NUMBER	BY	DATE



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
REHABILITATE AIR CARRIER RAMP
SITE PLAN

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CHECKED BY:	SMS
APPROVED BY:	KMT
DATE:	06/10/2005
JOB No:	03059-03-00
IL PROJECT:	GMI-3449
A.I.P. PROJECT:	3-17-0016-22
SHEET	3 OF 58 SHEETS

TO I-57

GENERAL NOTES

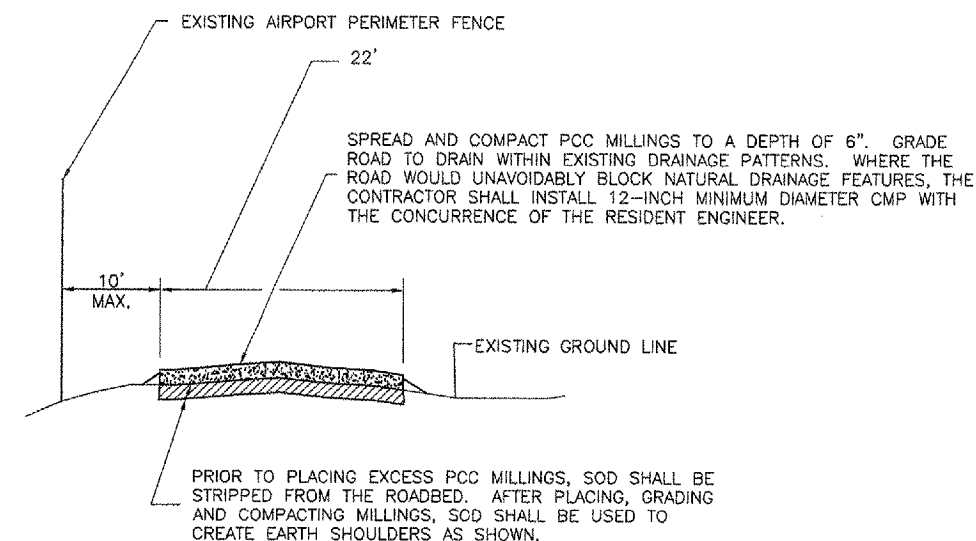
- 1.) ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLANS OR AS DIRECTED BY THE AIRPORT MANAGER.
- 2.) ALL CONSTRUCTION TRAFFIC OPERATING ON OR CROSSING ACTIVE RUNWAYS, TAXIWAYS AND APRONS SHALL BE UNDER CONTROL OF A FLAGMAN IN RADIO CONTACT WITH FAA AIR TRAFFIC CONTROL TOWER PERSONNEL AT ALL TIMES. THE CONTRACTOR SHALL PROVIDE HIS OWN RADIOS.
- 3.) WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CLOSING AND OPENING PAVEMENTS AND CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT MANAGER.
- 4.) THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS AT THE LOCATION SHOWN FOR THE "CONTRACTOR'S STAGING, STORAGE, PARKING SITE AND FIELD OFFICE".
- 5.) BROKEN OR WASTE CONCRETE SHALL BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY, UNLESS DIRECTED BY THE AIRPORT MANAGER.
- 6.) VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN AREAS 80' FROM THE CENTERLINE OF ACTIVE TAXIWAYS OR 200' FROM THE CENTERLINE OF ACTIVE RUNWAYS.
- 7.) ALL PAVEMENTS, DRIVES AND OTHER AREAS USED BY THE CONTRACTOR FOR HAUL ROADS AND STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF AIRPORT MANAGER. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- 8.) EXISTING TURF & AGRICULTURAL AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE COMPLETELY RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE AIRPORT MANAGER.
- 9.) THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS PRIOR TO OPENING TO AIR TRAFFIC.
- 10.) REFER TO THE CONSTRUCTION ACTIVITY PLANS AND THE SPECIFICATIONS FOR REQUIREMENTS CONCERNING COORDINATION OF CONSTRUCTION ACTIVITIES.
- 11.) THE FIRE/CRASH/RESCUE VEHICLES SHALL HAVE COMPLETE ACCESS TO THE ENTIRE AIRFIELD INCLUDING THE CLOSURE AREAS.
- 12.) THE CONTRACTOR IS REQUIRED TO GIVE TWO FULL WORKING DAYS NOTICE TO THE AIRPORT MANAGER PRIOR TO CLOSING WORK AREAS TO AIRCRAFT.
- 13.) AT THE PRECONSTRUCTION MEETING, CONTRACTOR SHALL SUPPLY THE AIRPORT MANAGER WITH PROPOSED CLOSURE AND PHASING DATES FOR HIS REVIEW AND APPROVAL. THE RESIDENT ENGINEER SHALL KEEP THE AIRPORT MANAGER ADVISED OF ANY PROPOSED CHANGES IN CLOSURE AND PHASING DATES.
- 14.) ALL CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL DISPLAY AN ORANGE AND WHITE CHECKED AVIATION FLAG, EXCEPT HAUL VEHICLES.
- 15.) ANY VEHICLE OPERATING WITHIN A MOVEMENT AREA DURING THE HOURS OF DARKNESS SHOULD BE EQUIPPED WITH AN AMBER REVOLVING OR FLASHING DOME-TYPE LIGHT AS SPECIFIED IN THE SPECIAL PROVISIONS.
- 16.) IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, MEN AND EQUIPMENT.

GROUND CONTROL FREQUENCY 121.8 MHZ

MAXIMUM EQUIPMENT HEIGHT 25 FEET

CONTRACTOR'S ACCESS

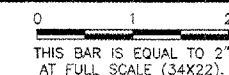
- 1.) CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
 - A) THE CONTRACTOR'S ACCESS TO THE WORK SHALL BE AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLANS.
 - B) DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE WORK SITE AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK. SEE NOTE 3 BELOW.
 - C) THE CONTRACTOR SHALL INSTALL AND MAINTAIN A HEAVY-DUTY PADLOCK ON THE ACCESS GATE. HE SHALL PROVIDE KEYS FOR THIS PADLOCK TO THE ENGINEER, AIRPORT SECURITY AND MAINTENANCE SUPERVISOR. NO ADDITIONAL KEYS ARE TO BE DISTRIBUTED UNLESS AUTHORIZED BY THE AIRPORT MANAGER.
 - D) THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED & SECURED AT ALL TIMES INCLUDING WORK HOURS. IF THE CONTRACTOR CHOOSES TO LEAVE THE GATE OPEN, HE SHALL POST A COMPETENT, FULL TIME SECURITY GUARD TO PREVENT UNAUTHORIZED ENTRIES. THE CONTRACTOR SHALL REPLACE ANY UNSATISFACTORY SECURITY GUARDS IF SO DIRECTED BY THE AIRPORT MANAGER OR RESIDENT ENGINEER.
 - E) THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATES UPON LEAVING THE SITE.
 - F) THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGE TO THE ACCESS GATES OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT MANAGER.
 - G) ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - H) THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS TO NOT DISTURB AGRICULTURAL AREAS OR VIOLATE THE PART 77 APPROACH AND PRIMARY SURFACES.
 - I) EMPLOYEE PERSONAL VEHICLES SHALL NOT BE ALLOWED BEYOND THE CONTRACTOR'S PARKING AREA. CONTRACTOR PERSONNEL SHALL PARK IN THE CONTRACTOR'S STORAGE AREA. PERSONNEL SHALL BE TRANSPORTED TO THE WORK SITE BY COMPANY OWNED VEHICLES.
 - J) THE CONTRACTOR SHALL PROVIDE CONSTRUCTION ENTRANCE SIGNAGE ON MONTICELLO ROAD AS REQUIRED BY CHAMPAIGN COUNTY HIGHWAY DEPARTMENT AND THE TOLONO TOWNSHIP. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL ACCESS ROADS WITH THE APPROPRIATE AGENCY RESPONSIBLE FOR THE ROADWAY.
 - K) THE CONTRACTOR SHALL HAVE A VACUUM TYPE SWEEPER AVAILABLE AT ALL TIMES.
- 2.) AN AREA WILL BE PROVIDED BY THE AIRPORT TO THE CONTRACTOR AS THE STAGING, STORAGE AND EMPLOYEE PARKING SITE, AT THE LOCATION SHOWN.
- 3.) THE CONTRACTOR SHALL BE ALLOWED TO USE THE P.C.C. MILLINGS TO CONSTRUCT THE HAUL/ACCESS ROAD TO SUIT HIS NEEDS AS THE WORK PROGRESSES. CONTRACTOR SUPPLIED MATERIAL WILL BE REQUIRED TO CONSTRUCT THE HAUL ROAD PRIOR TO BEGINNING WORK.
- 4.) A LIST OF AUTHORIZED PERSONNEL PERMITTED TO USE THE GATE SHALL BE PROVIDED BY THE CONTRACTOR TO THE ENGINEER.
- 5.) THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL ONLY".
- 6.) ALL PERSONNEL ON THE AIRFIELD WILL BE REQUIRED TO SUBMIT A TEN YEAR BACKGROUND CHECK TO AIRPORT SECURITY.



AIRPORT PERIMETER ROAD DETAIL

N.T.S.

REVISIONS		
NUMBER	BY	DATE



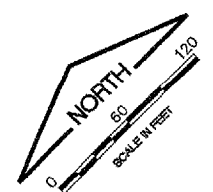
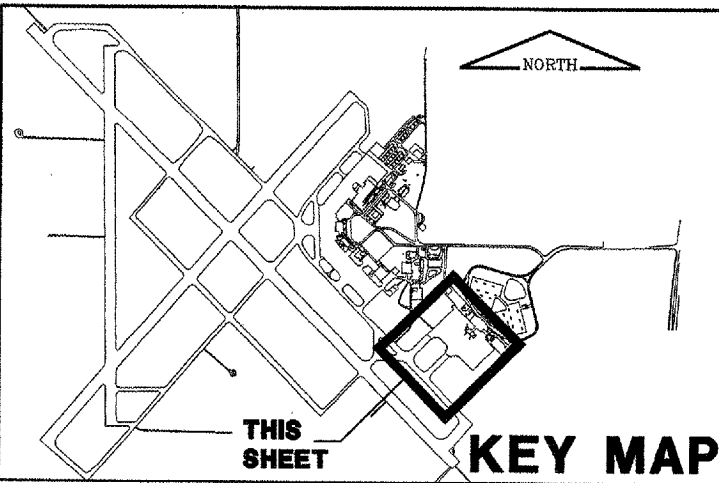
UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT
 REHABILITATE AIR CARRIER RAMP
 GENERAL NOTES AND DETAILS

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APPROVED BY:	SMH
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JOB No:	03059-03-00

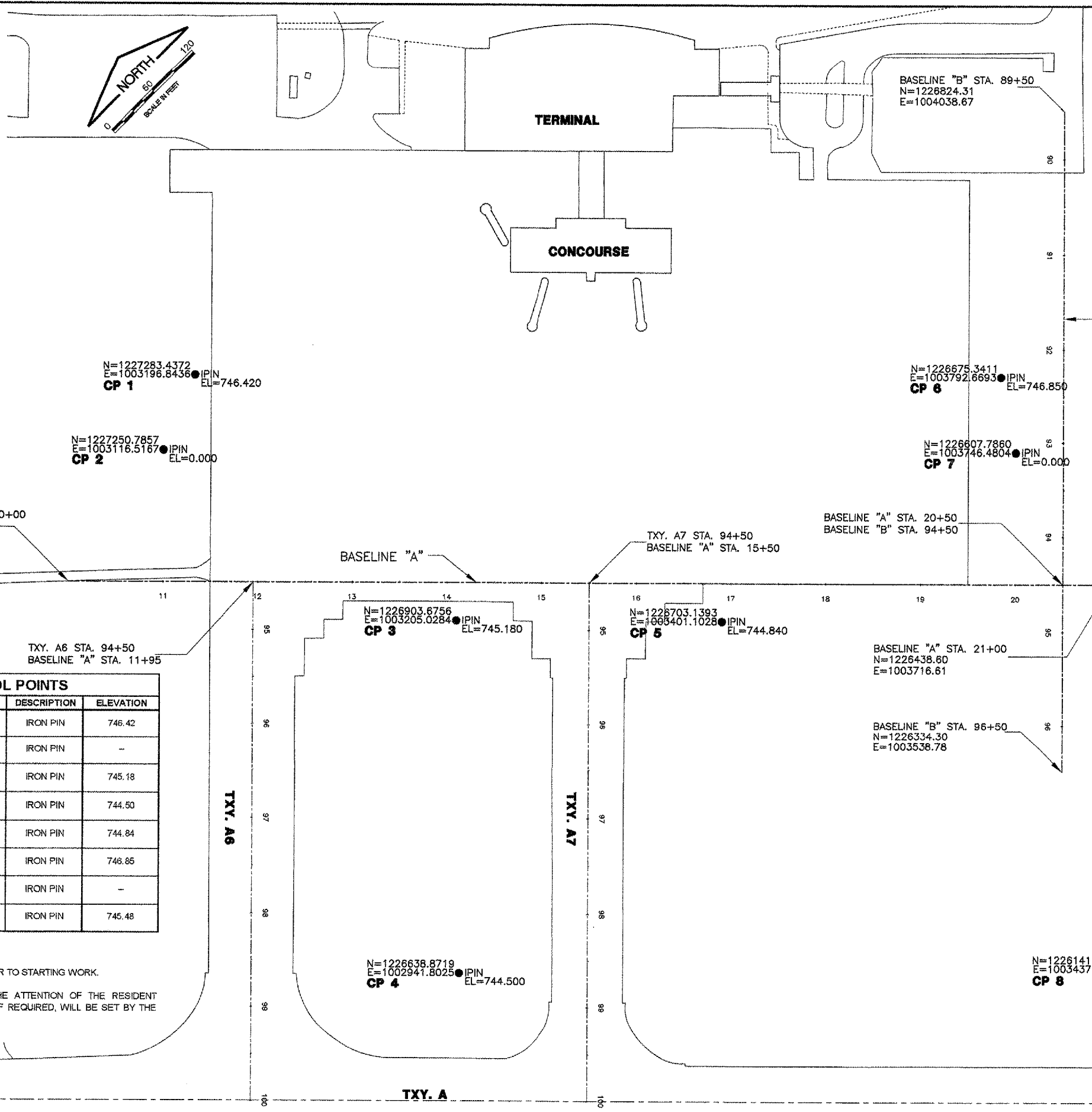
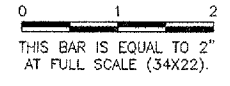
IL PROJECT: CMI-3449
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REVISIONS		
NUMBER	BY	DATE



**UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT**
REHABILITATE AIR CARRIER RAMP
HORIZONTAL AND VERTICAL CONTROLS

SURVEY HORIZONTAL AND VERTICAL CONTROL POINTS					
DESIGNATION	LOCATION	NORTHING	EASTING	DESCRIPTION	ELEVATION
CP 1	BASELINE "A" STA. 11+32.84, 220.22' LT	1227283.44	1003196.84	IRON PIN	746.42
	BASELINE "B" STA. 92+29.78, 917.16' RT				
CP 2	BASELINE "A" STA. 10+99.92, 140.00' LT	1227250.79	1003116.52	IRON PIN	-
	BASELINE "B" STA. 93+10.00, 960.08' RT				
CP 3	BASELINE "A" STA. 14+09.76, 39.77' RT	1226903.68	1003205.03	IRON PIN	745.18
	BASELINE "B" STA. 94+89.77, 640.24' RT				
CP 4	BASELINE "A" STA. 14+14.61, 413.11' RT	1226638.87	1002941.80	IRON PIN	744.50
	BASELINE "B" STA. 98+63.11, 635.39' RT				
CP 5	BASELINE "A" STA. 16+90.23, 40.13' RT	1226703.14	1003401.10	IRON PIN	744.84
	BASELINE "B" STA. 94+90.13, 359.77' RT				
CP 6	BASELINE "A" STA. 19+84.18, 220.04' LT	1226675.34	1003792.67	IRON PIN	746.85
	BASELINE "B" STA. 92+29.96, 65.82' RT				
CP 7	BASELINE "A" STA. 20+00.09, 139.77' LT	1226607.79	1003746.48	IRON PIN	-
	BASELINE "B" STA. 93+10.23, 49.91' RT				
CP 8	BASELINE "A" STA. 21+17.02, 406.88' RT	1226141.64	1003437.97	IRON PIN	745.48
	BASELINE "B" STA. 98+56.86, 67.02' LT				

- NOTES:**
- CONTRACTOR TO VERIFY HORIZONTAL AND VERTICAL CONTROL POINTS PRIOR TO STARTING WORK.
 - DISCREPANCIES IN THE CONTROL POINTS ARE TO BE BROUGHT TO THE ATTENTION OF THE RESIDENT ENGINEER AS SOON AS THEY ARE DISCOVERED. NEW CONTROL POINTS, IF REQUIRED, WILL BE SET BY THE ENGINEER.

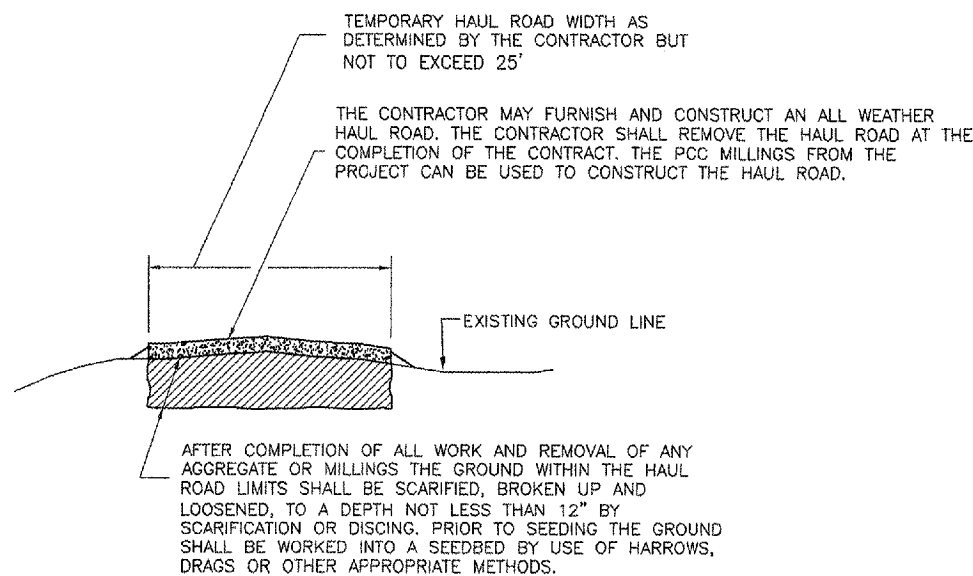
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DATE:	06/10/2005
JOB No:	03059-03-00
IL PROJECT:	CMI-3449
A.J.P. PROJECT:	3-17-0016-22
SHEET	5 OF 58 SHEETS

CONSTRUCTION ACTIVITY AND PHASING GENERAL NOTES

- ACCESS TO THE WORK ZONES SHALL BE AS SHOWN IN THE SITE PLAN AND EACH CONSTRUCTION ACTIVITY PHASE PLAN.
- TEMPORARY TAXIWAY CENTERLINE MARKING SHALL BE IN PLACE PRIOR TO THE CONTRACTOR CLOSING ANY PART OF THE AIR CARRIER APRON. COORDINATION WITH THE AIRPORT MANAGER WILL BE REQUIRED.
- CONTRACTOR TO PLACE BEAM BARRICADES TO DELINEATE EDGE OF CONSTRUCTION ZONE PRIOR TO BEGINNING ANY WORK. BEAM BARRICADES TO BE PLACED IN A MANNER THAT PRESENTS NO GAPS IN THE BARRICADE LINE. OPENINGS INTO THE DESIGNATED HAUL ROUTE SHALL BE CLOSED AT THE END OF THE WORK DAY.
- THE WORK ZONES FOR EACH PHASE ARE ADJACENT TO SECURITY CONTROLLED AREAS OF THE AIRFIELD. THE CONTRACTOR SHALL BE AWARE THAT ANY PERSONNEL FOUND OUTSIDE OF THE LIMITS OF EACH CONSTRUCTION PHASE WILL BE IN VIOLATION OF THE REGULATIONS OF THE TRANSPORTATION SECURITY ADMINISTRATION. ANY SUCH VIOLATIONS ARE SUBJECT TO FINES UP TO \$10,000. ANY FINE LEVIED AGAINST THE AIRPORT AS A RESULT OF THE CONTRACTOR'S OPERATIONS WILL BE PAID BY THE CONTRACTOR AT NO COST TO THE CONTRACT.
- IN CASE OF EMERGENCY, THE CONTRACTOR SHALL EXIT THE WORK ZONE USING THE DESIGNATED HAUL ROUTE AND RELOCATE TO THE STAGING AND STORAGE LOCATION SHOWN FOR EACH WORK PHASE.
- THE STAGING AND STORAGE LOCATION DESIGNATED ON THE CONSTRUCTION ACTIVITY PLANS SHALL BE USED FOR LARGE EQUIPMENT THAT IS NOT ABLE TO BE MOVED TO THE STAGING AREA AT MONTICELLO ROAD AS SHOWN ON THE SITE PLAN. MOBILE EQUIPMENT SUCH AS ROLLERS AND OTHER WHEELED EQUIPMENT SHALL BE MOVED TO THE MONTICELLO ROAD LOCATION AT THE END OF EACH WORKING DAY.
- WORK THAT MUST BE COMPLETED OUTSIDE OF THE DESIGNATED WORK AREAS, SUCH AS TEMPORARY AND PERMANENT BITUMINOUS TRANSITIONS, TEMPORARY AND PERMANENT PAVEMENT MARKING, ETC., SHALL BE COORDINATED WITH THE AIRPORT. A DESIGNATED REPRESENTATIVE OF THE AIRPORT WILL BE REQUIRED DURING ANY WORK REQUIRING THE CONTRACTOR ACCESS TO THE SECURE AREAS OUTSIDE THE CONSTRUCTION LIMITS. THE AIRPORT SHALL BE GIVEN 72 HOURS NOTICE PRIOR TO THE CONTRACTOR SCHEDULING THIS WORK.
- RADIO FLAGMEN WILL NOT BE REQUIRED TO BE IN CONTACT WITH FAA GROUND CONTROL UNLESS THE CONTRACTOR REQUIRES ACCESS TO ACTIVE AND GROUND CONTROLLED AIRFIELD PAVEMENTS. THE RADIO FLAGMEN WILL MONITOR THE GROUND CONTROL FREQUENCY IN ORDER TO ASSIST IN DETERMINING IF THE CROSSING VEHICLES WILL BE SAFE TO CROSS THE ACTIVE TAXILANES. GROUND CONTROL SHALL BE NOTIFIED IF BROOMING OR OTHER CONSTRUCTION OPERATIONS WILL REQUIRE AIRCRAFT TO HOLD FOR THE CONTRACTOR TO CLEAR THE ACTIVE TAXILANES.



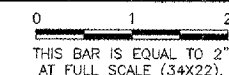
CONTRACTOR CONSTRUCTED HAUL ROAD DETAIL
N.T.S.

CONTRACTOR CONSTRUCTED HAUL ROAD

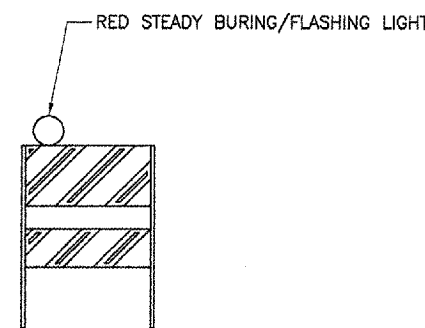
- ACCESS BETWEEN THE EXISTING AGGREGATE HAUL ROAD AND THE EXISTING APRON SHALL BE VIA A CONTRACTOR CONSTRUCTED HAUL ROAD AT THE ALIGNMENT SHOWN ON THE SITE PLAN.
- AT THE CONTRACTOR'S OPTION, THE CONTRACTOR MAY CONSTRUCT AN ALL WEATHER HAUL ROAD WITH MILLINGS OR AGGREGATE MATERIALS TO EXPEDITE CONSTRUCTION OPERATIONS.
- THE DESIGN OF THE CONTRACTOR CONSTRUCTED HAUL ROAD IS AT DISCRETION OF THE CONTRACTOR.
- THE CONTRACTOR CONSTRUCTED HAUL ROAD SHALL BE REMOVED AT THE COMPLETION OF THE WORK.
- AFTER COMPLETION OF THE WORK, THE GROUND WITHIN THE LIMITS OF THE TEMPORARY HAUL ROAD SHALL BE RESTORED TO PRE-DISTURBED CONDITION. AS A MINIMUM, THE GROUND WITHIN THE LIMITS OF THE CONTRACTOR CONSTRUCTED HAUL ROAD SHALL FIRST BE SCARIFIED OR OTHERWISE LOOSENED TO A DEPTH NOT LESS THAN 12 INCHES AND RETURNED TO PRE-DISTURBED GRADE. AFTER LOOSENING AND PRIOR TO SEEDING, THE TOP 5 INCHES SHALL BE WORKED INTO A SATISFACTORY SEEDBED BY USE OF ROLLERS, DRAGS, HARROWS OR OTHER APPROPRIATE METHODS. THE GROUND SHALL THEN BE SEEDED AND MULCHED ACCORDING TO ITEM 901 AND 908.
- WHERE REQUIRED BY LOCAL DRAINAGE PATTERNS, THE CONTRACTOR SHALL INSTALL A MINIMUM 12" Ø CMP TO FACILITATE DRAINAGE UNDER THE HAUL ROAD. THE COVER OVER THE PIPE SHALL BE ADEQUATE TO PREVENT CRUSHING OF THE PIPE.
- HAUL ROAD CONSTRUCTION, REMOVAL AND GROUND RESTORATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NOT MEASURED FOR PAYMENT. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK. THE COST TO CONSTRUCT, REMOVE AND RESTORE THE GROUND TO PRE-DISTURBED CONDITION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNIT PRICES FOR THE RESPECTIVE ITEMS UTILIZING THE HAUL ROAD.

REVISIONS

NUMBER	BY	DATE



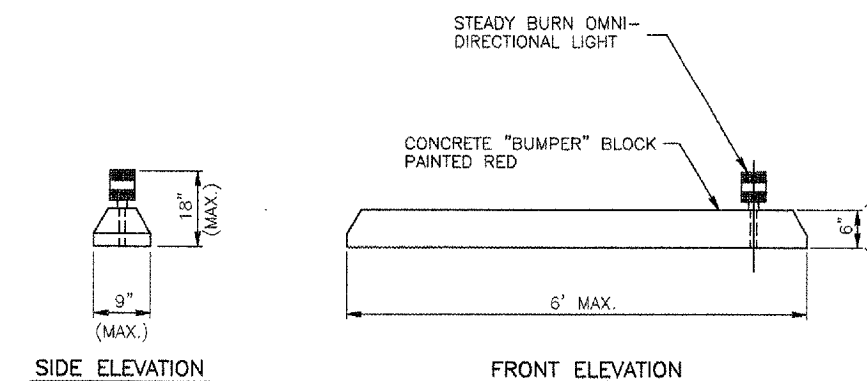
UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
REHABILITATE AIR CARRIER RAMP
CONSTRUCTION ACTIVITY PLAN
GENERAL NOTES AND DETAILS SHEET 1



HIGH-PROFILE BARRICADE DETAIL
N.T.S.

HIGH-PROFILE BARRICADE NOTES

- FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES.
- SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
- NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- PLACE AT MAXIMUM 15' INTERVALS.
- BARREL/DRUM TYPE BARRICADES SHALL NOT BE USED.



BEAM BARRICADE DETAILS
N.T.S.

BEAM BARRICADE NOTES

- BARRICADES TO BE CONCRETE BUMPER BLOCKS OR WHEEL STOPS, PAINTED RED. OTHER MATERIALS MAY BE USED, PROVIDED THE BARRICADES ARE HEAVY ENOUGH TO PREVENT DISPLACEMENT WITHOUT BEING ANCHORED TO THE PAVEMENT.
- FLASHING OR STEADY BURNING LIGHTS SHALL BE RED IN COLOR.
- BARRICADES TO BE PLACED END TO END TO COMPLETELY BLOCK ACCESS BY AIRCRAFT.
- NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

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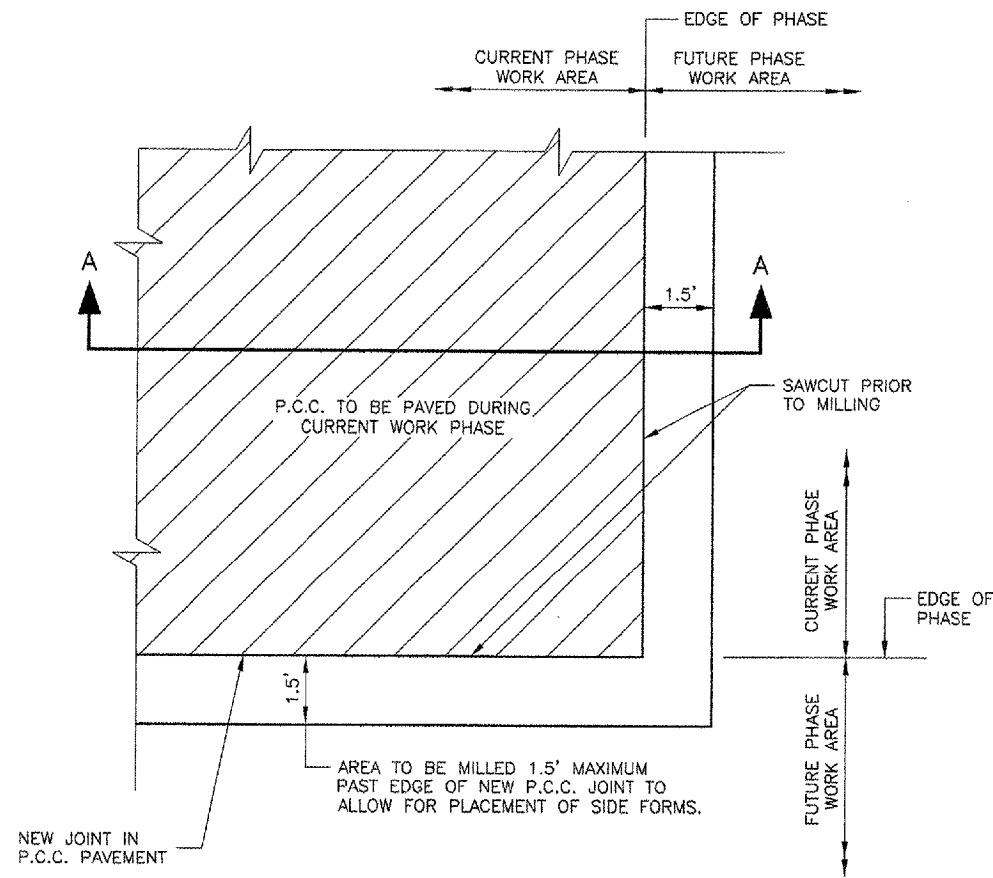
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JOB No: 03059-03-00

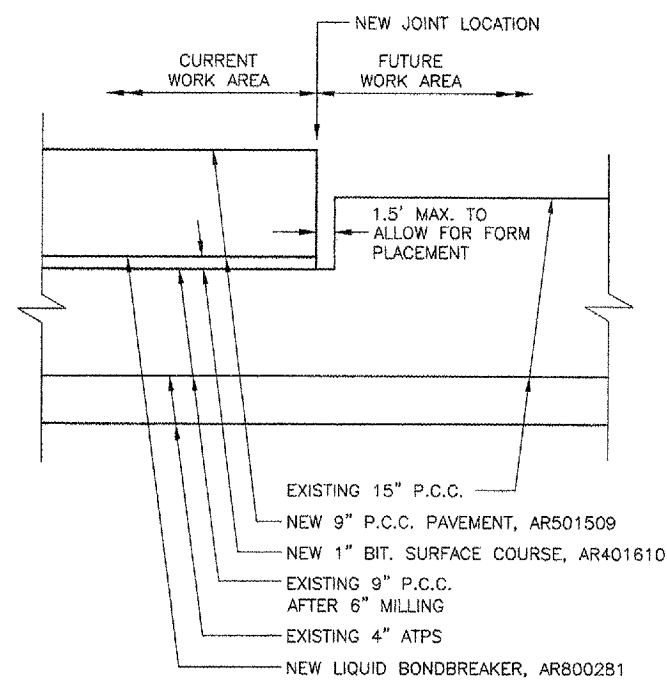
IL PROJECT: CMI-3449

A.I.P. PROJECT: 3-17-0016-22

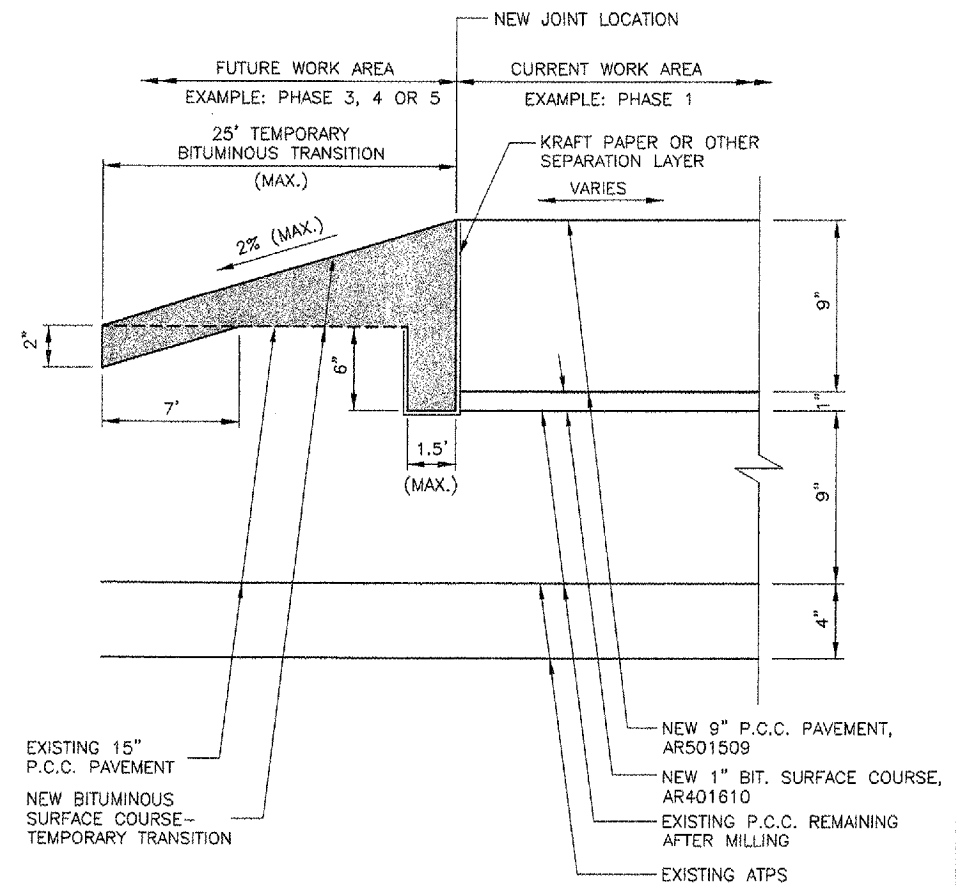
SHEET 6 OF 58 SHEETS



MILLING LIMITS AT EDGE OF PHASE DETAIL
 N.T.S.



SECTION A-A
 N.T.S.



TEMPORARY TRANSITION BETWEEN PHASES DETAIL
 N.T.S.

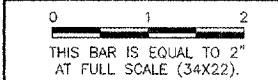
MILLING LIMITS AT EDGE OF PHASE NOTES

- 1.) THE EXISTING P.C.C. PAVEMENT SHALL BE MILLED A MAXIMUM OF 1.5- FEET PAST THE EDGE OF A NEW JOINT IN THE P.C.C. OVERLAY TO ALLOW ROOM FOR FORM PLACEMENT. ANY MILLING PAST THE ALLOWABLE 1.5- FEET WILL REQUIRE EXTRA BITUMINOUS SURFACE COURSE DURING TEMPORARY TRANSITION CONSTRUCTION. THE COST OF ANY EXTRA MATERIAL REQUIRED FOR THE TEMPORARY TRANSITION CONSTRUCTION DUE TO MILLING PAST THE ALLOWABLE 1.5- FOOT WIDTH SHALL BE BORNE BY THE CONTRACTOR.
- 2.) MILLING OF THE NEWLY PLACED P.C.C. PAVEMENT IN AN ADJACENT PHASE PREVIOUSLY COMPLETED WILL NOT BE ALLOWED. ANY DAMAGE TO PREVIOUSLY PLACED P.C.C. PAVEMENT SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE CONTRACT.
- 3.) WHEN MILLING OPERATIONS ABUT A TEMPORARY TRANSITION THAT IS NO LONGER REQUIRED, THE CONTRACTOR SHALL NOT ATTEMPT TO REMOVE IT BY MILLING. ANY DAMAGE TO NEWLY PLACED P.C.C. PAVEMENT SHALL BE REPAIRED BY THE CONTRACTOR AT NO EXPENSE TO THE CONTRACT.
- 4.) THE LIMITS OF MILLING REMOVAL IN THE CURRENT WORK PHASE SHALL BE SAWCUT TO THE DEPTH OF REMOVAL PRIOR TO BEGINNING MILLING OPERATIONS.

TEMPORARY TRANSITION NOTES

- 1.) TEMPORARY TRANSITIONS TO BE PAID BY THE SQUARE YARD.
- 2.) BITUMINOUS TACK COAT SHALL BE REQUIRED AT THE BOTTOM OF THE TEMPORARY TRANSITION. BITUMINOUS TACK COAT SHALL NOT BE APPLIED TO THE SIDE OF THE TRANSITION THAT ABUTS THE NEWLY PLACED P.C.C. PAVEMENT TO ALLOW FOR EASIER REMOVAL OF THE TRANSITION LATER IN THE PROJECT.
- 3.) TEMPORARY TRANSITIONS SHALL BE REQUIRED AS SHOWN IN THE TEMPORARY TRANSITION PLAN OR AS DIRECTED BY THE RESIDENT ENGINEER.
- 4.) THE BUTT JOINTS WHERE THE TEMPORARY TRANSITION MATCHES INTO THE EXISTING PAVEMENT SHALL BE A MINIMUM OF 7- FEET WIDE AND 2- INCHES DEEP AS SHOWN AT THE END OF THE TRANSITION IN THE DETAIL. NO EXTRA PAYMENT WILL BE MADE FOR BUTT JOINTS FOR THE TEMPORARY TRANSITIONS THAT ARE WIDER THAN 7- FEET.
- 5.) PAYMENT WILL NOT BE MADE FOR REMOVAL OF THE TEMPORARY TRANSITION BUT SHALL BE CONSIDERED INCIDENTAL TO THE TEMPORARY TRANSITION CONSTRUCTION.

REVISIONS		
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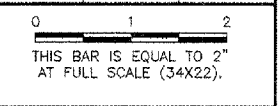


UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT
 REHABILITATE AIR CARRIER RAMP
 CONSTRUCTION ACTIVITY PLAN
 GENERAL NOTES AND DETAILS SHEET 2

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JOB No:	03059-03-00
IL PROJECT:	CMI-3449
A.I.P. PROJECT:	3-17-0016-22
SHEET	7 OF 58 SHEETS

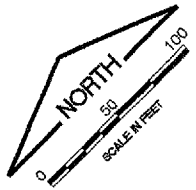
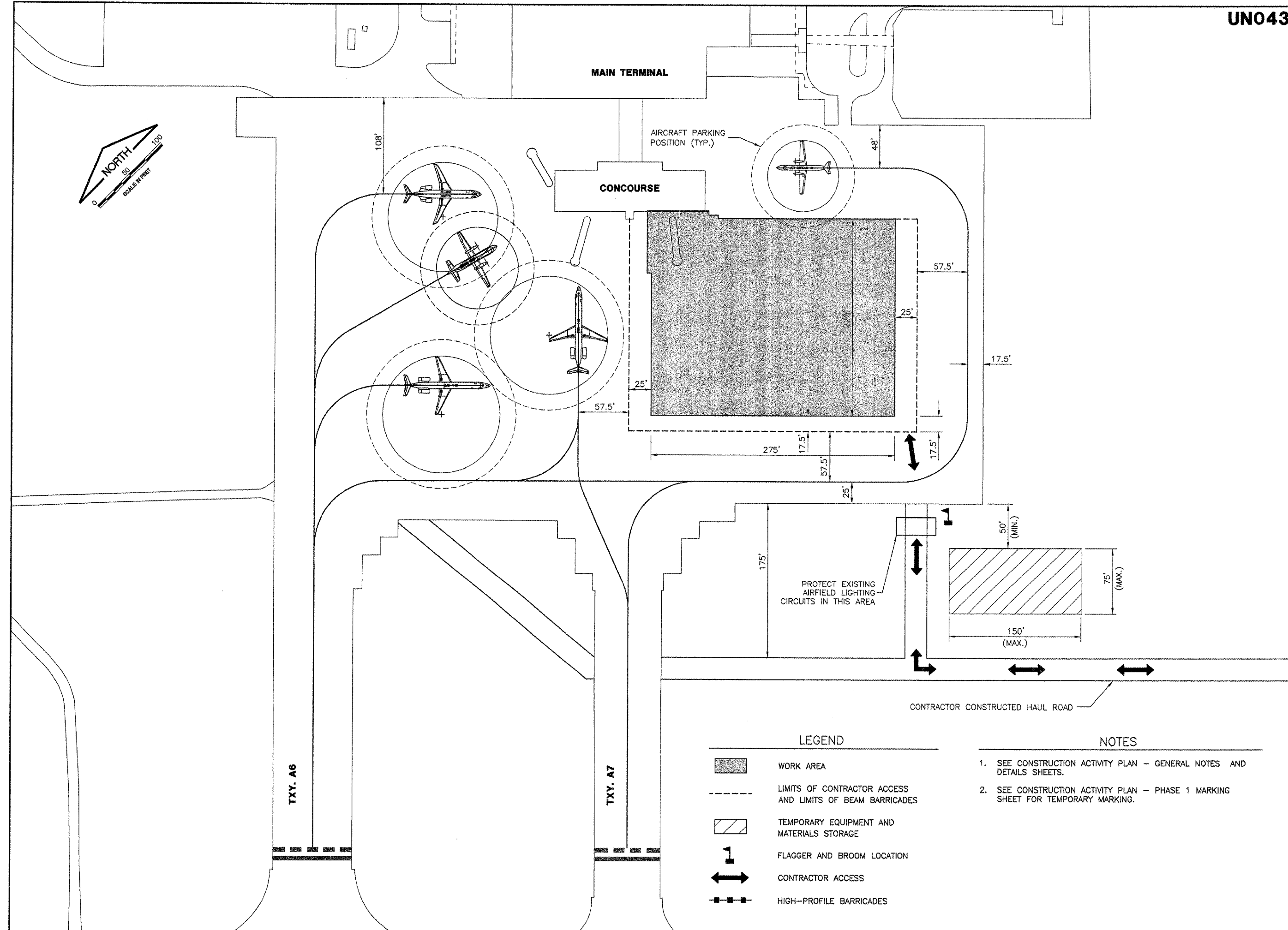
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**UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT
 REHABILITATE AIR CARRIER RAMP
 CONSTRUCTION ACTIVITY PLAN
 PHASE 1**

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A.I.P. PROJECT:	3-17-0016-22
SHEET	8 OF 58 SHEETS



LEGEND

	WORK AREA
	LIMITS OF CONTRACTOR ACCESS AND LIMITS OF BEAM BARRICADES
	TEMPORARY EQUIPMENT AND MATERIALS STORAGE
	FLAGGER AND BROOM LOCATION
	CONTRACTOR ACCESS
	HIGH-PROFILE BARRICADES

- NOTES**
- SEE CONSTRUCTION ACTIVITY PLAN - GENERAL NOTES AND DETAILS SHEETS.
 - SEE CONSTRUCTION ACTIVITY PLAN - PHASE 1 MARKING SHEET FOR TEMPORARY MARKING.

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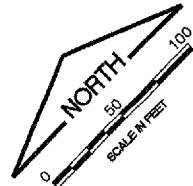
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PHASE 1 MARKING

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A.I.P. PROJECT: 3-17-0016-22
SHEET 9 OF 58 SHEETS

MAIN TERMINAL

CONCOURSE



BL A STA. 13+75
BL B STA. 91+00

BL A STA. 12+70
BL B STA. 91+75

BL A STA. 14+00
BL B STA. 91+60

BL A STA. 12+70
BL B STA. 93+21.25

BL A STA. 13+85.50
BL B STA. 93+91.60

BL A STA. 14+17.50
BL B STA. 93+50

BL A STA. 12+70
BL B STA. 93+91.60

BL A STA. 14+92.50
BL B STA. 92+12.50

BL A STA. 18+57.50
BL B STA. 91+44.50

BL A STA. 18+57.50
BL B STA. 93+50

BL A STA. 15+67.50
BL B STA. 94+09

BL A STA. 20+50
BL B STA. 94+50

BL A STA. 12+70
BL B STA. 95+00

BL A STA. 16+25
BL B STA. 93+50

BL A STA. 14+75
BL B STA. 95+71.65

END TEMPORARY
MARKING AT TXY. A7
STA. 96+00

END TEMPORARY
MARKING AT TXY. A6
STA. 96+00

CONTRACTOR CONSTRUCTED HAUL ROAD

LEGEND

— TEMPORARY MARKING

NOTES

- SEE CONSTRUCTION ACTIVITY PLAN - GENERAL NOTES AND DETAILS SHEETS.
- SEE CONSTRUCTION ACTIVITY PLAN - PHASE 1 FOR LIMITS OF WORK AREA.
- ALL RADII 75 FEET UNLESS SHOWN.

TXY. A6

TXY. A7



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WILLARD AIRPORT
REHABILITATE AIR CARRIER RAMP
CONSTRUCTION ACTIVITY PLAN
PHASE 2

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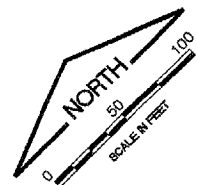
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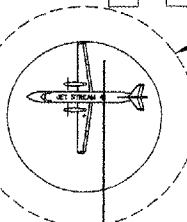
SHEET 10 OF 58 SHEETS



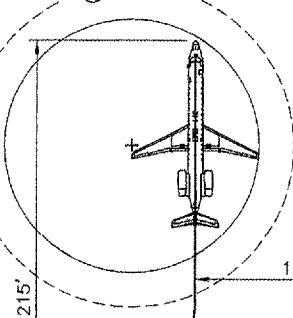
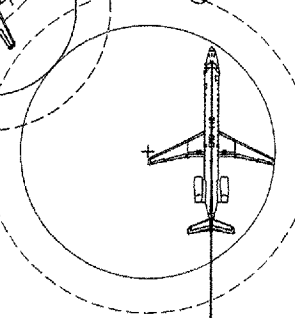
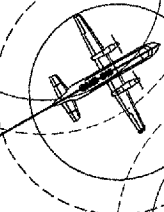
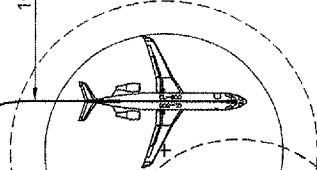
MAIN TERMINAL

CONCOURSE

AIRCRAFT PARKING POSITION (TYP.)



108'



215'

25'

100'

25'

320'

57.5'

25'

25'

PROTECT EXISTING AIRFIELD LIGHTING CIRCUITS IN THIS AREA

50' (MIN.)

150' (MAX.)







75' (MAX.)

CONTRACTOR CONSTRUCTED HAUL ROAD

TXV. A6

TXV. A7

LEGEND

-  WORK AREA
-  LIMITS OF CONTRACTOR ACCESS AND LIMITS OF BEAM BARRICADES
-  TEMPORARY EQUIPMENT AND MATERIALS STORAGE
-  FLAGGER AND BROOM LOCATION
-  CONTRACTOR ACCESS
-  HIGH-PROFILE BARRICADES

NOTES

1. SEE CONSTRUCTION ACTIVITY PLAN - GENERAL NOTES AND DETAILS SHEETS.
2. SEE CONSTRUCTION ACTIVITY PLAN - PHASE 2 MARKING SHEET FOR TEMPORARY MARKING.
3. NO FLAGMAN/BROOM REQUIRED DURING THIS PHASE UNLESS CONTRACTOR NEEDS TO CROSS ACTIVE AIRFIELD PAVEMENT.

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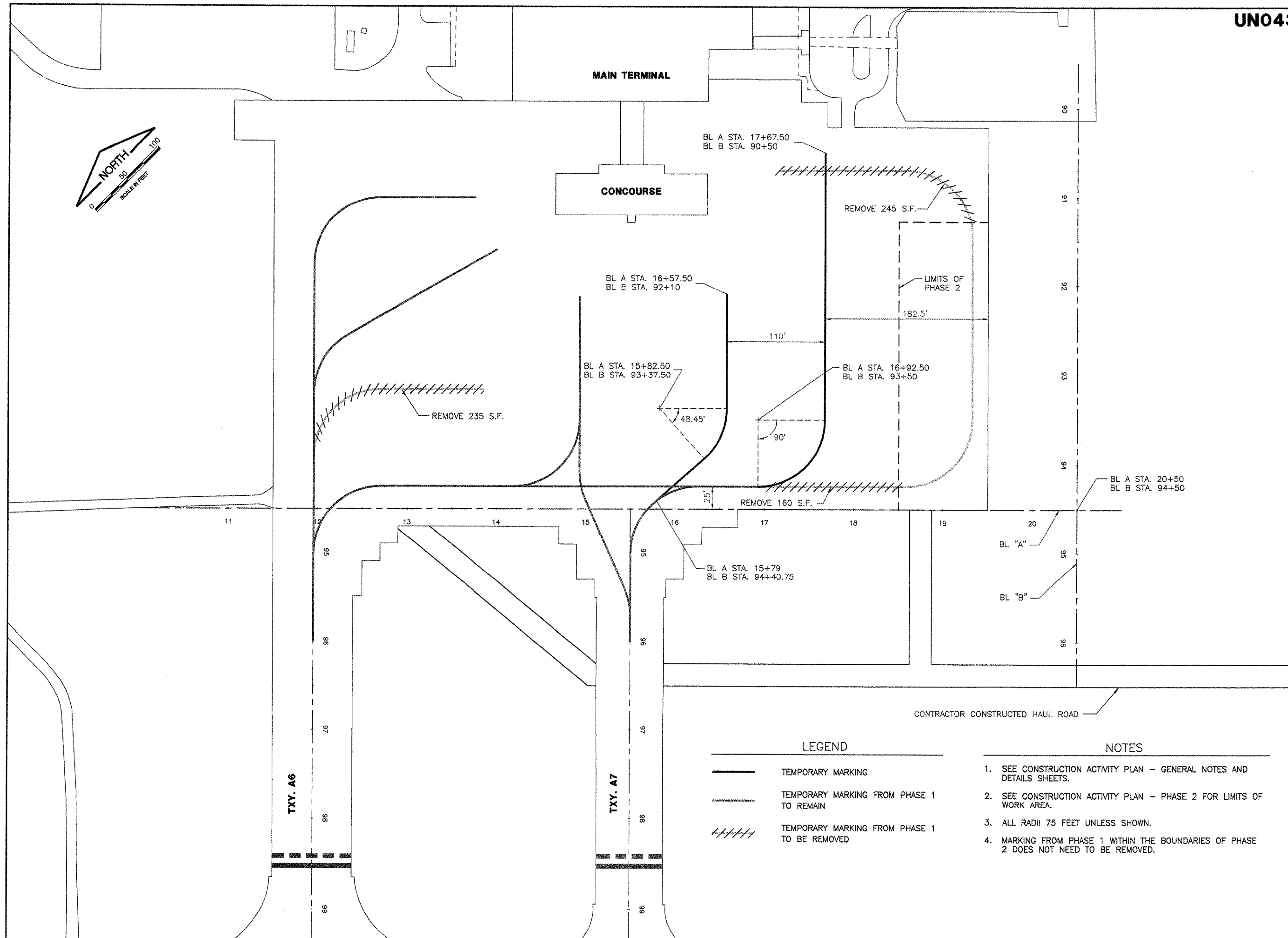
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 WILLARD AIRPORT
 REHABILITATE AIR CARRIER RAMP
 CONSTRUCTION ACTIVITY PLAN
 PHASE 2 MARKING

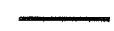


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IL PROJECT: CMI-3449
 A.I.P. PROJECT: 3-17-0016-22



LEGEND

-  TEMPORARY MARKING
-  TEMPORARY MARKING FROM PHASE 1 TO REMAIN
-  TEMPORARY MARKING FROM PHASE 1 TO BE REMOVED

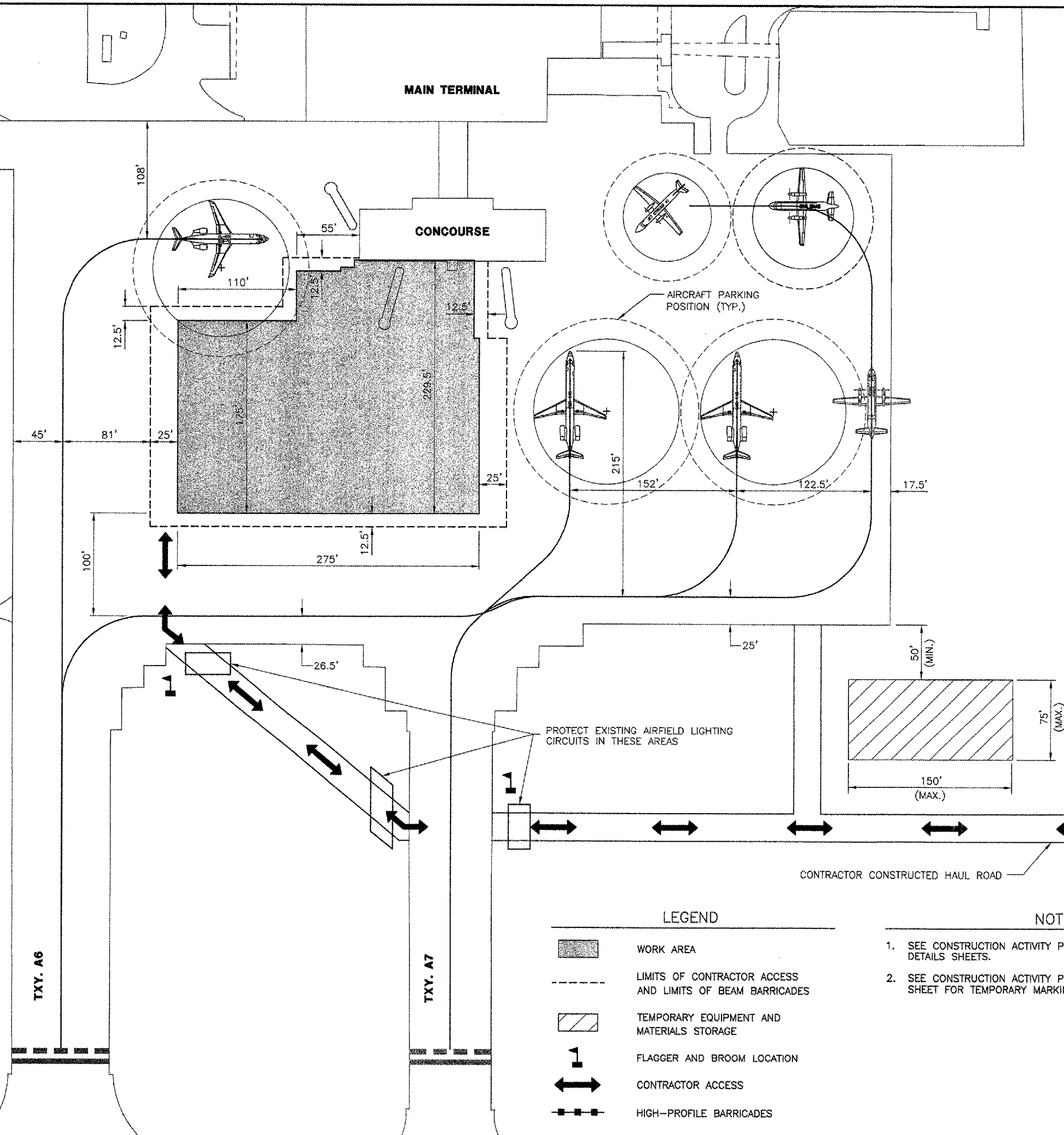
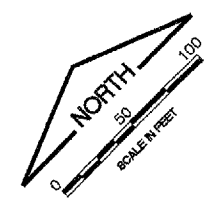
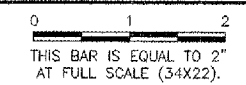
NOTES

1. SEE CONSTRUCTION ACTIVITY PLAN - GENERAL NOTES AND DETAILS SHEETS.
2. SEE CONSTRUCTION ACTIVITY PLAN - PHASE 2 FOR LIMITS OF WORK AREA.
3. ALL RADII 75 FEET UNLESS SHOWN.
4. MARKING FROM PHASE 1 WITHIN THE BOUNDARIES OF PHASE 2 DOES NOT NEED TO BE REMOVED.

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**UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
REHABILITATE AIR CARRIER RAMP
CONSTRUCTION ACTIVITY PLAN
PHASE 3**

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- LEGEND**
- WORK AREA
 - LIMITS OF CONTRACTOR ACCESS AND LIMITS OF BEAM BARRICADES
 - TEMPORARY EQUIPMENT AND MATERIALS STORAGE
 - FLAGGER AND BROOM LOCATION
 - CONTRACTOR ACCESS
 - HIGH-PROFILE BARRICADES

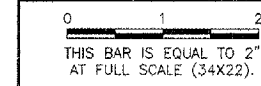
- NOTES**
1. SEE CONSTRUCTION ACTIVITY PLAN - GENERAL NOTES AND DETAILS SHEETS.
 2. SEE CONSTRUCTION ACTIVITY PLAN - PHASE 3 MARKING SHEET FOR TEMPORARY MARKING.

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IL PROJECT:	CMI-3449
A.I.P. PROJECT:	3-17-0016-22
SHEET	12 OF 58 SHEETS

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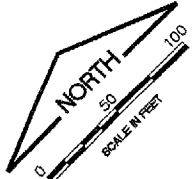
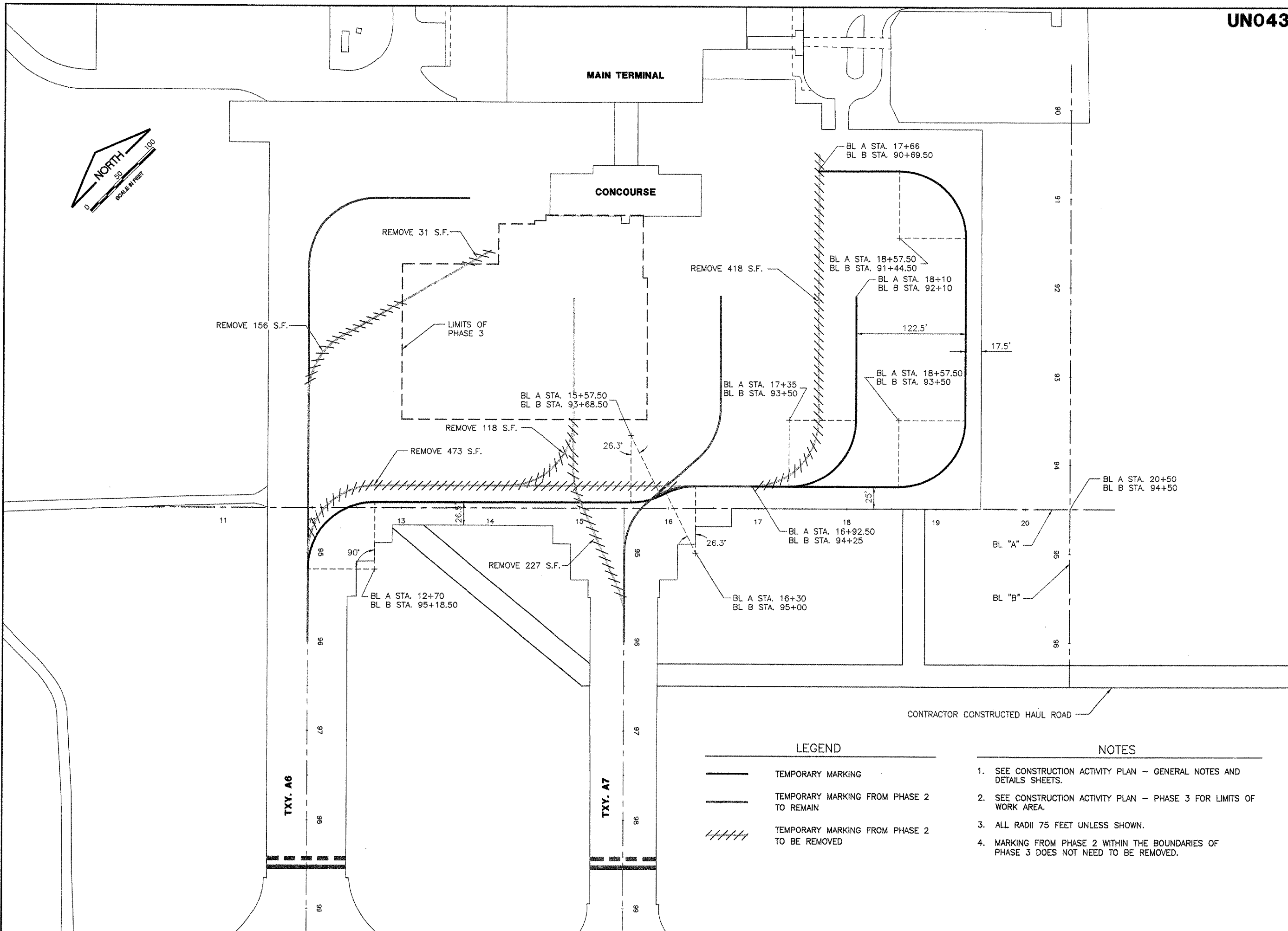
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NUMBER	BY	DATE



**UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
REHABILITATE AIR CARRIER RAMP
CONSTRUCTION ACTIVITY PLAN
PHASE 3 MARKING**

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JOB No:	03059-03-00
IL PROJECT:	CMI-3449
A.I.P. PROJECT:	3-17-0016-22
SHEET	13 OF 58 SHEETS



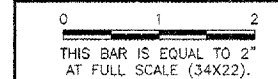
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	TEMPORARY MARKING FROM PHASE 2 TO REMAIN
	TEMPORARY MARKING FROM PHASE 2 TO BE REMOVED

- NOTES**
- SEE CONSTRUCTION ACTIVITY PLAN - GENERAL NOTES AND DETAILS SHEETS.
 - SEE CONSTRUCTION ACTIVITY PLAN - PHASE 3 FOR LIMITS OF WORK AREA.
 - ALL RADII 75 FEET UNLESS SHOWN.
 - MARKING FROM PHASE 2 WITHIN THE BOUNDARIES OF PHASE 3 DOES NOT NEED TO BE REMOVED.

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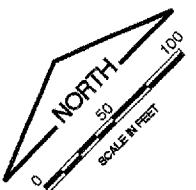
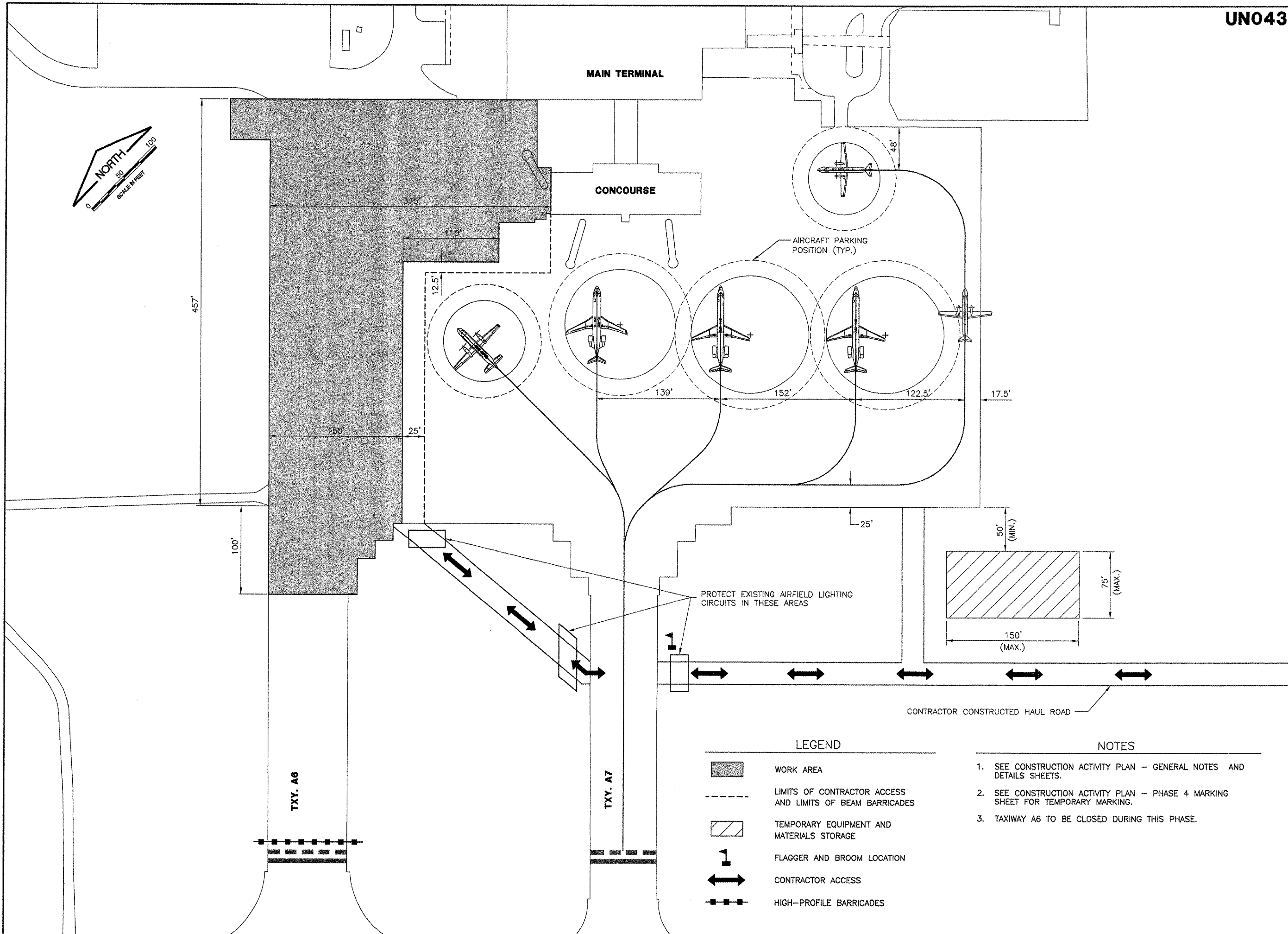
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**UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT
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 CONSTRUCTION ACTIVITY PLAN
 PHASE 4**

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 A.I.P. PROJECT: 3-17-0016-22
 SHEET 14 OF 58 SHEETS



LEGEND

	WORK AREA
	LIMITS OF CONTRACTOR ACCESS AND LIMITS OF BEAM BARRICADES
	TEMPORARY EQUIPMENT AND MATERIALS STORAGE
	FLAGGER AND BROOM LOCATION
	CONTRACTOR ACCESS
	HIGH-PROFILE BARRICADES

- NOTES**
- SEE CONSTRUCTION ACTIVITY PLAN - GENERAL NOTES AND DETAILS SHEETS.
 - SEE CONSTRUCTION ACTIVITY PLAN - PHASE 4 MARKING SHEET FOR TEMPORARY MARKING.
 - TAXIWAY A6 TO BE CLOSED DURING THIS PHASE.

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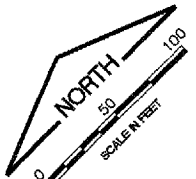
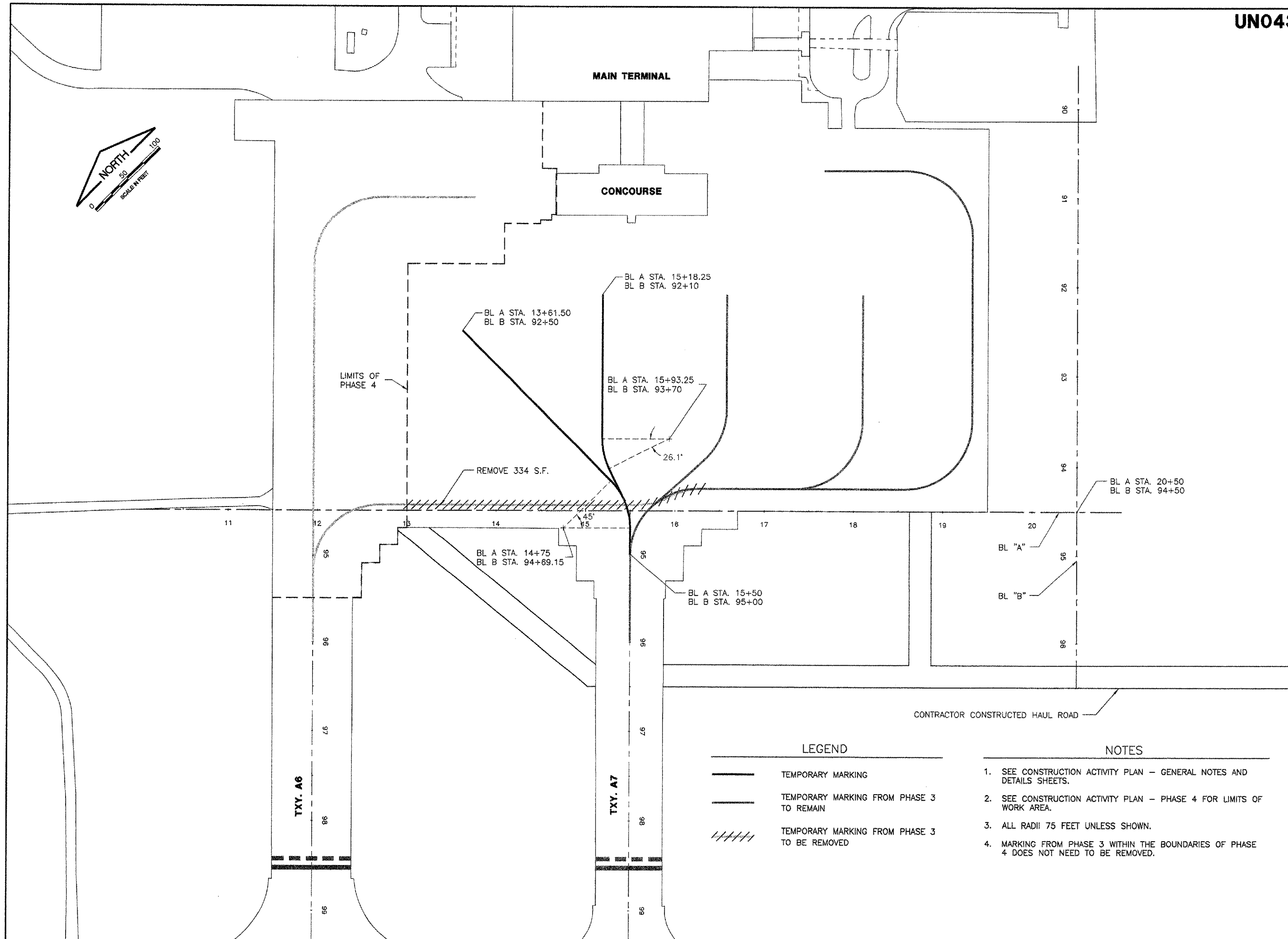
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A.I.P. PROJECT: 3-17-0016-22



LEGEND

	TEMPORARY MARKING
	TEMPORARY MARKING FROM PHASE 3 TO REMAIN
	TEMPORARY MARKING FROM PHASE 3 TO BE REMOVED

- NOTES**
- SEE CONSTRUCTION ACTIVITY PLAN - GENERAL NOTES AND DETAILS SHEETS.
 - SEE CONSTRUCTION ACTIVITY PLAN - PHASE 4 FOR LIMITS OF WORK AREA.
 - ALL RADII 75 FEET UNLESS SHOWN.
 - MARKING FROM PHASE 3 WITHIN THE BOUNDARIES OF PHASE 4 DOES NOT NEED TO BE REMOVED.

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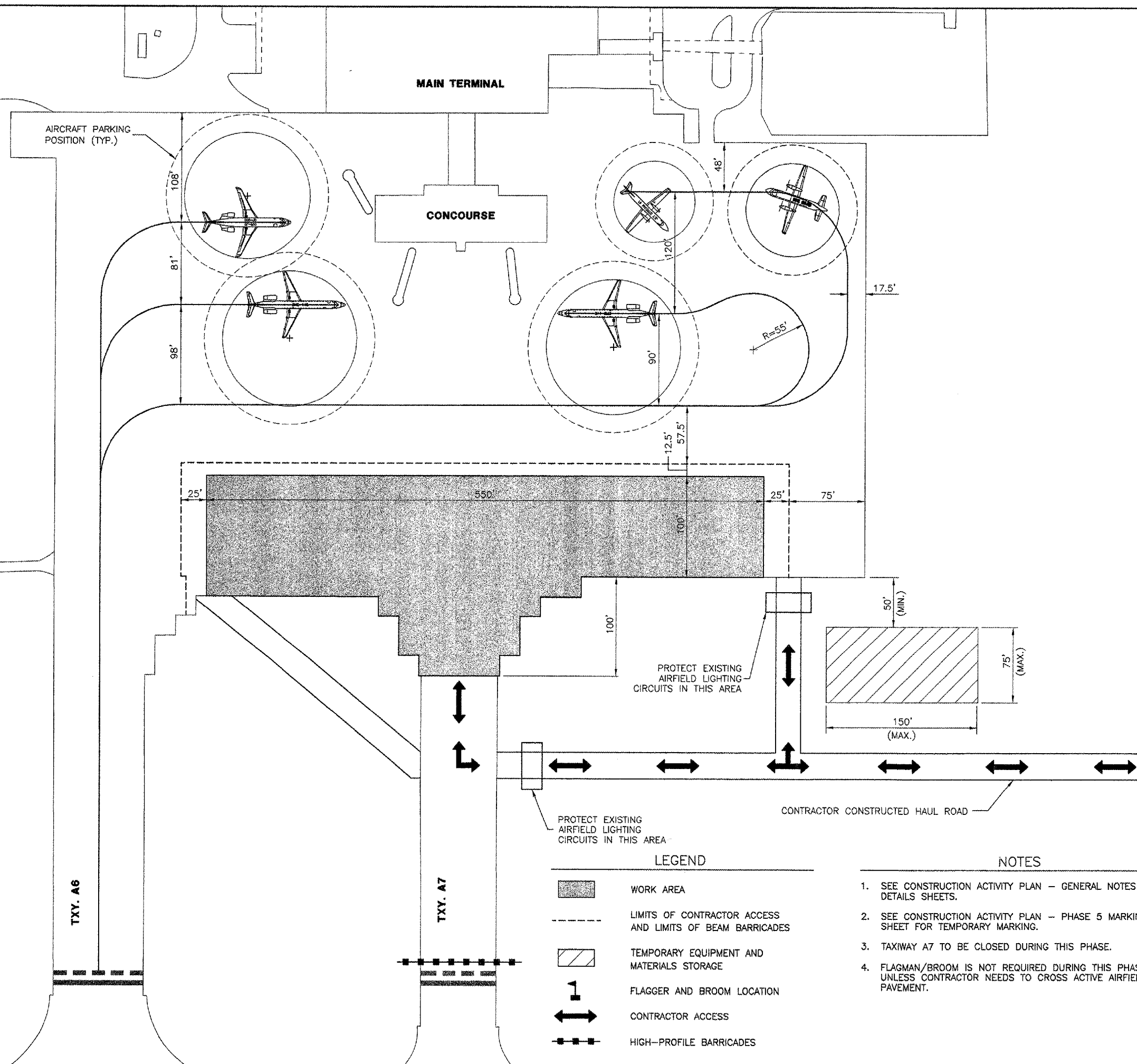
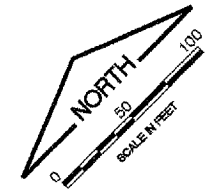
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**UNIVERSITY OF ILLINOIS
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 REHABILITATE AIR CARRIER RAMP
 CONSTRUCTION ACTIVITY PLAN
 PHASE 5**

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JOB No:	03059-03-00
IL PROJECT:	CMI-3449
A.I.P. PROJECT:	3-17-0016-22
SHEET 16 OF 58 SHEETS	



LEGEND

	WORK AREA
	LIMITS OF CONTRACTOR ACCESS AND LIMITS OF BEAM BARRICADES
	TEMPORARY EQUIPMENT AND MATERIALS STORAGE
	FLAGGER AND BROOM LOCATION
	CONTRACTOR ACCESS
	HIGH-PROFILE BARRICADES

- NOTES**
- SEE CONSTRUCTION ACTIVITY PLAN - GENERAL NOTES AND DETAILS SHEETS.
 - SEE CONSTRUCTION ACTIVITY PLAN - PHASE 5 MARKING SHEET FOR TEMPORARY MARKING.
 - TAXIWAY A7 TO BE CLOSED DURING THIS PHASE.
 - FLAGMAN/BROOM IS NOT REQUIRED DURING THIS PHASE UNLESS CONTRACTOR NEEDS TO CROSS ACTIVE AIRFIELD PAVEMENT.

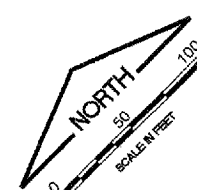
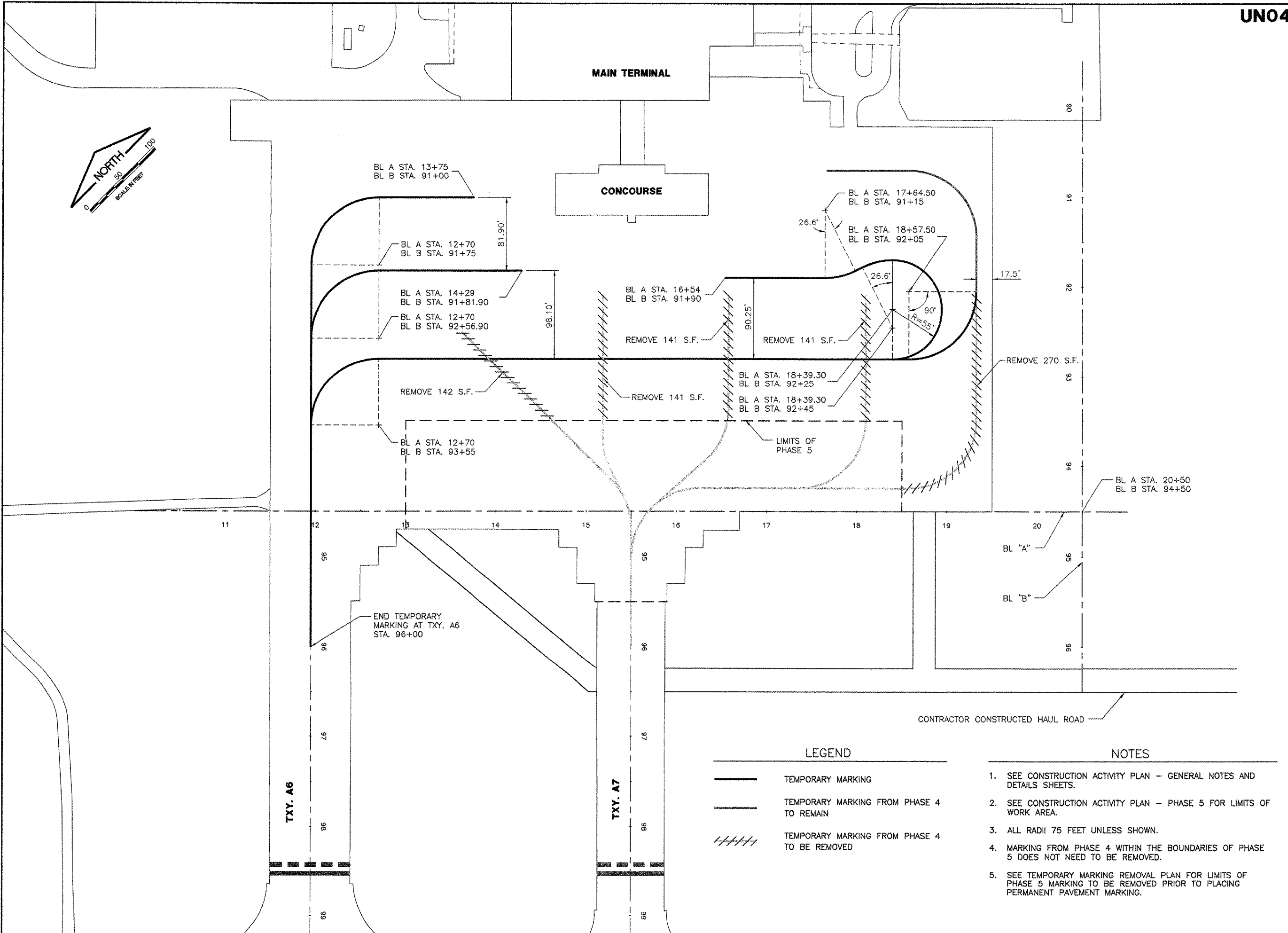
REVISIONS		
NUMBER	BY	DATE

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 WILLARD AIRPORT
 REHABILITATE AIR CARRIER RAMP
 CONSTRUCTION ACTIVITY PLAN
 PHASE 5 MARKING**

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IL PROJECT:	CMI-3449
A.I.P. PROJECT:	3-17-0016-22
SHEET	17 OF 58 SHEETS



LEGEND

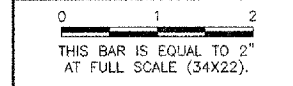
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	TEMPORARY MARKING FROM PHASE 4 TO BE REMOVED

- NOTES**
- SEE CONSTRUCTION ACTIVITY PLAN - GENERAL NOTES AND DETAILS SHEETS.
 - SEE CONSTRUCTION ACTIVITY PLAN - PHASE 5 FOR LIMITS OF WORK AREA.
 - ALL RADII 75 FEET UNLESS SHOWN.
 - MARKING FROM PHASE 4 WITHIN THE BOUNDARIES OF PHASE 5 DOES NOT NEED TO BE REMOVED.
 - SEE TEMPORARY MARKING REMOVAL PLAN FOR LIMITS OF PHASE 5 MARKING TO BE REMOVED PRIOR TO PLACING PERMANENT PAVEMENT MARKING.

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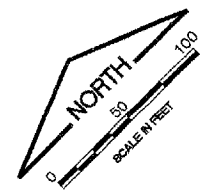
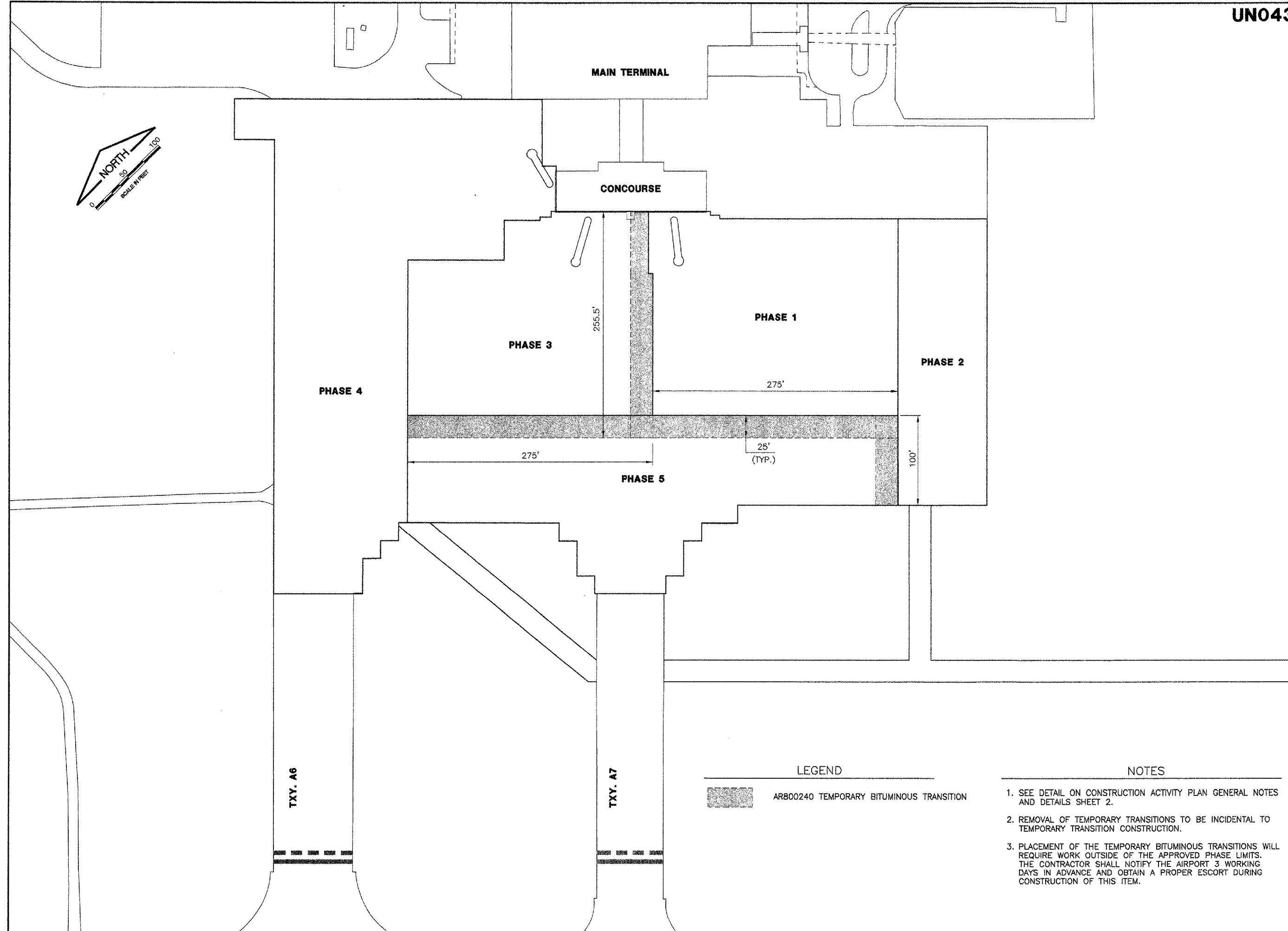
REVISIONS		
NUMBER	BY	DATE



**UNIVERSITY OF ILLINOIS
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 TEMPORARY TRANSITION PLAN**

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JOB No:	03059-03-00
IL PROJECT:	CMI-3449
A.I.P. PROJECT:	3-17-0016-22
SHEET	18 OF 58 SHEETS



LEGEND

AR800240 TEMPORARY BITUMINOUS TRANSITION

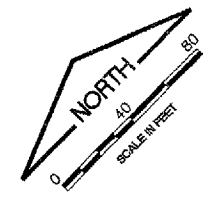
- NOTES**
- SEE DETAIL ON CONSTRUCTION ACTIVITY PLAN GENERAL NOTES AND DETAILS SHEET 2.
 - REMOVAL OF TEMPORARY TRANSITIONS TO BE INCIDENTAL TO TEMPORARY TRANSITION CONSTRUCTION.
 - PLACEMENT OF THE TEMPORARY BITUMINOUS TRANSITIONS WILL REQUIRE WORK OUTSIDE OF THE APPROVED PHASE LIMITS. THE CONTRACTOR SHALL NOTIFY THE AIRPORT 3 WORKING DAYS IN ADVANCE AND OBTAIN A PROPER ESCORT DURING CONSTRUCTION OF THIS ITEM.

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MAIN TERMINAL

CONCOURSE



280 LF AR163 TEMPORARY CONSTRUCTION FENCE

EXISTING FENCE TO BE RELOCATED

ATTACH TEMPORARY FENCE TO EXISTING FENCE POST AT THIS LOCATION

ELECTRIC SLIDE GATE REMOVAL AND REPLACEMENT TO INCLUDE GATE, OPERATOR CARD READER, DETECTOR LOOPS AND KEYPAD

NOTES:

- SEE PAVEMENT REMOVALS SHEET 2 FOR EXISTING JOINTING DETAILS.
- SEE PAVEMENT REMOVALS SHEETS 1 AND 2 FOR PAVEMENT REMOVAL DETAILS.
- EXISTING KEYED JOINTS WERE CONSTRUCTED USING METAL KEYWAY LINER. SEE DETAILS ON PAVEMENT REMOVALS SHEET 2.
- FENCE REMOVAL AND TEMPORARY CONSTRUCTION FENCE ERECTION TO OCCUR DURING PHASE 4.
- POSTS FOR TEMPORARY CONSTRUCTION FENCE TO BE FIRMLY SECURED TO PCC PAVEMENT. DO NOT DRILL POST HOLES.

LEGEND - PAVEMENT

- REMOVE 8" P.C.C. AND 4" ATPS, AR501908 AND AR302900
- REMOVE 15" P.C.C. AND 4" ATPS, AR501915 AND AR302900
- 8" P.C.C. MILLING, AR800332
- 6" P.C.C. MILLING, AR800331
- EXISTING SIDEWALK/CURB

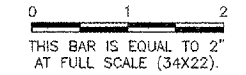
EXISTING JOINTING LEGEND

- TYPE B EXPANSION JOINT
- TYPE C KEYED
- TYPE D/F DOWELED CONSTRUCTION JOINT
- TYPE E HINGED (KEYED)
- TYPE H "DUMMY" CONTRACTION JOINT

LEGEND

- STAKE MOUNTED TAXIWAY LIGHT
- BASE MOUNTED TAXIWAY LIGHT
- TAXI GUIDANCE SIGN
- GROUND ROD
- MANHOLE
- APRON LIGHT
- WATER VALVE
- FIRE HYDRANT
- EXISTING UNDERDRAIN
- EXISTING FENCE
- TEMPORARY CLASS E FENCE
- EXISTING ELEC. CABLE
- EXISTING STORM SEWER
- ITEM TO BE REMOVED
- ITEM TO BE ADJUSTED
- ITEM TO BE REPLACED
- EXISTING FENCE TO BE RELOCATED

REVISIONS		
NUMBER	BY	DATE



UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT
 REHABILITATE AIR CARRIER RAMP
 EXISTING CONDITIONS AND REMOVALS 1
 AIR CARRIER APRON

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IMAGE FILES:

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LEGEND - PAVEMENT

- REMOVE 8" P.C.C. AND 4" ATPS, AR501908 AND AR302900
6" P.C.C. MILLING, AR800331
REMOVE 15" P.C.C. AND 4" ATPS, AR501915 AND AR502900
EXISTING SIDEWALK & CURB TO BE REMOVED, AR501690 AND AR800235
8" P.C.C. MILLING, AR800332
EXISTING SIDEWALK TO REMAIN

LEGEND

- STAKE MOUNTED TAXIWAY LIGHT
BASE MOUNTED TAXIWAY LIGHT
TAXI GUIDANCE SIGN
GROUND ROD
MANHOLE
APRON LIGHT
WATER VALVE
FIRE HYDRANT
EXISTING UNDERDRAIN
EXISTING FENCE
TEMPORARY FENCE
EXISTING ELEC. CABLE
ITEM TO BE REMOVED
ITEM TO BE ADJUSTED
ITEM TO BE REPLACED

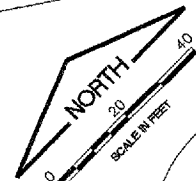
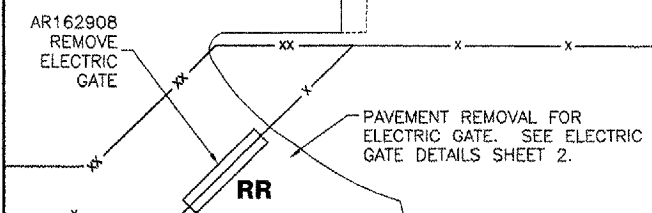


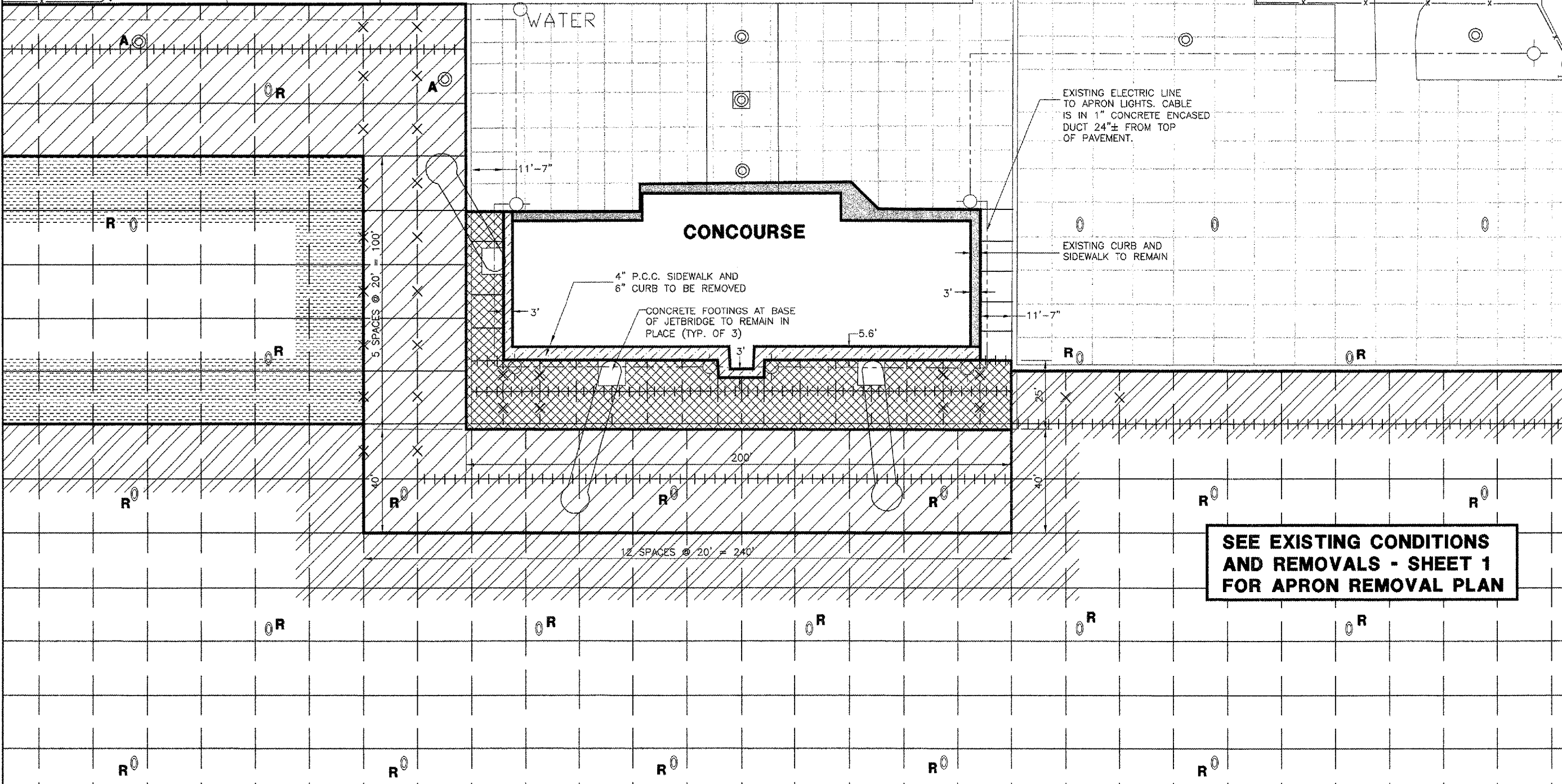
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MAIN TERMINAL

WATER



EXISTING ELECTRIC LINE TO APRON LIGHTS. CABLE IS IN 1" CONCRETE ENCASED DUCT 24"± FROM TOP OF PAVEMENT.

EXISTING CURB AND SIDEWALK TO REMAIN

4" P.C.C. SIDEWALK AND 6" CURB TO BE REMOVED
CONCRETE FOOTINGS AT BASE OF JETBRIDGE TO REMAIN IN PLACE (TYP. OF 3)

SEE EXISTING CONDITIONS AND REMOVALS - SHEET 1 FOR APRON REMOVAL PLAN

UNIVERSITY OF ILLINOIS WILLARD AIRPORT

REHABILITATE AIR CARRIER RAMP
EXISTING CONDITIONS AND REMOVALS 2
AREA AROUND TERMINAL

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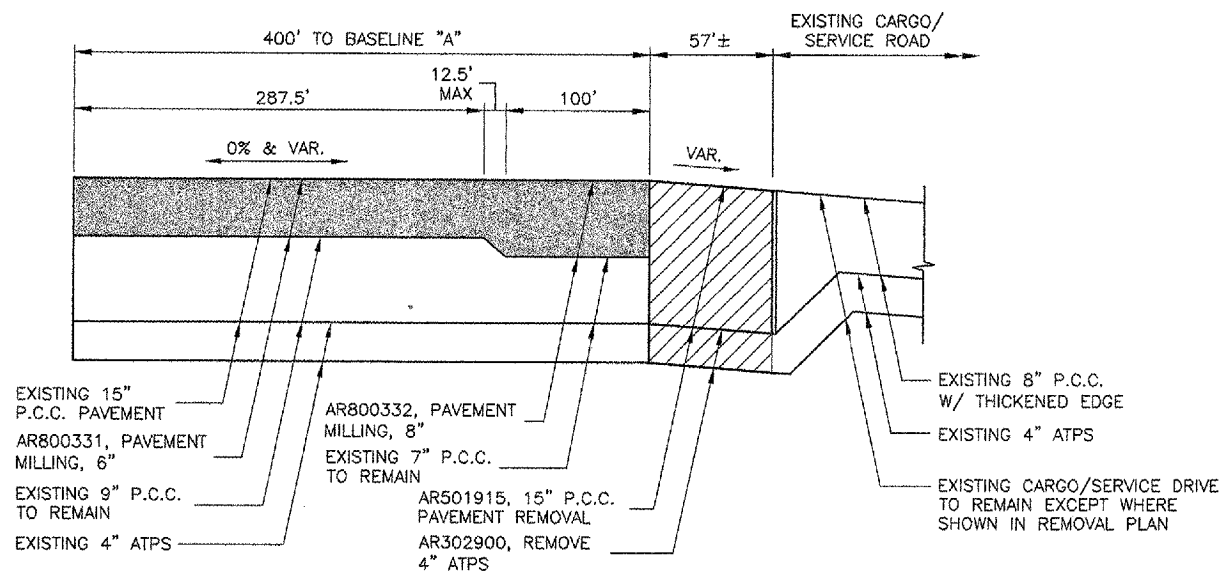
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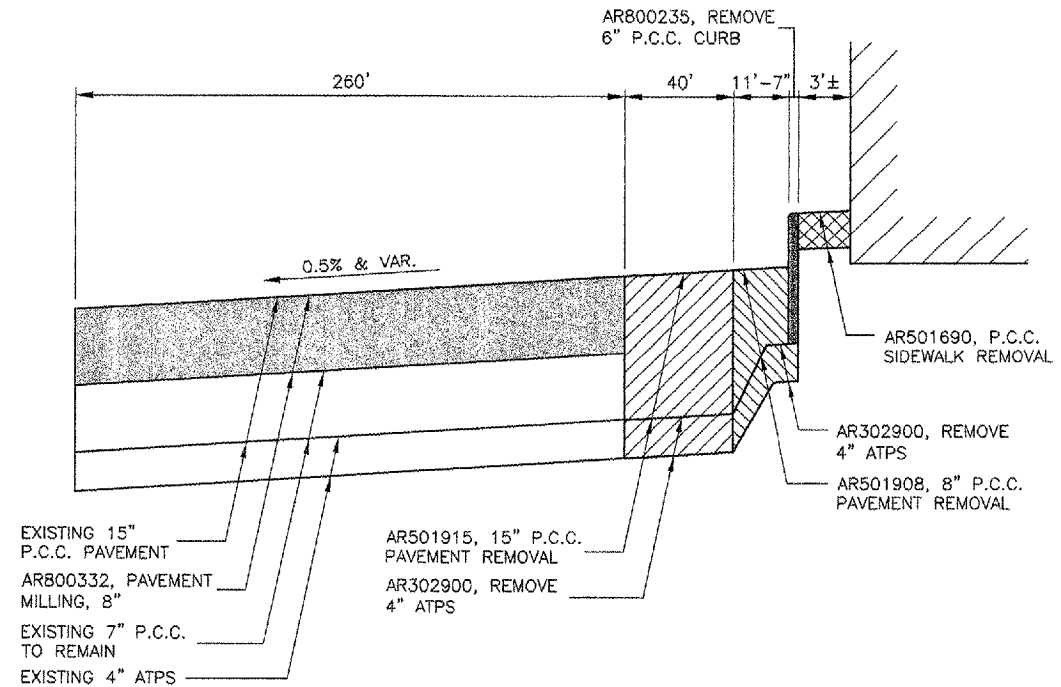
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 WILLARD AIRPORT
 REHABILITATE AIR CARRIER RAMP
 PAVEMENT REMOVALS SHEET 1

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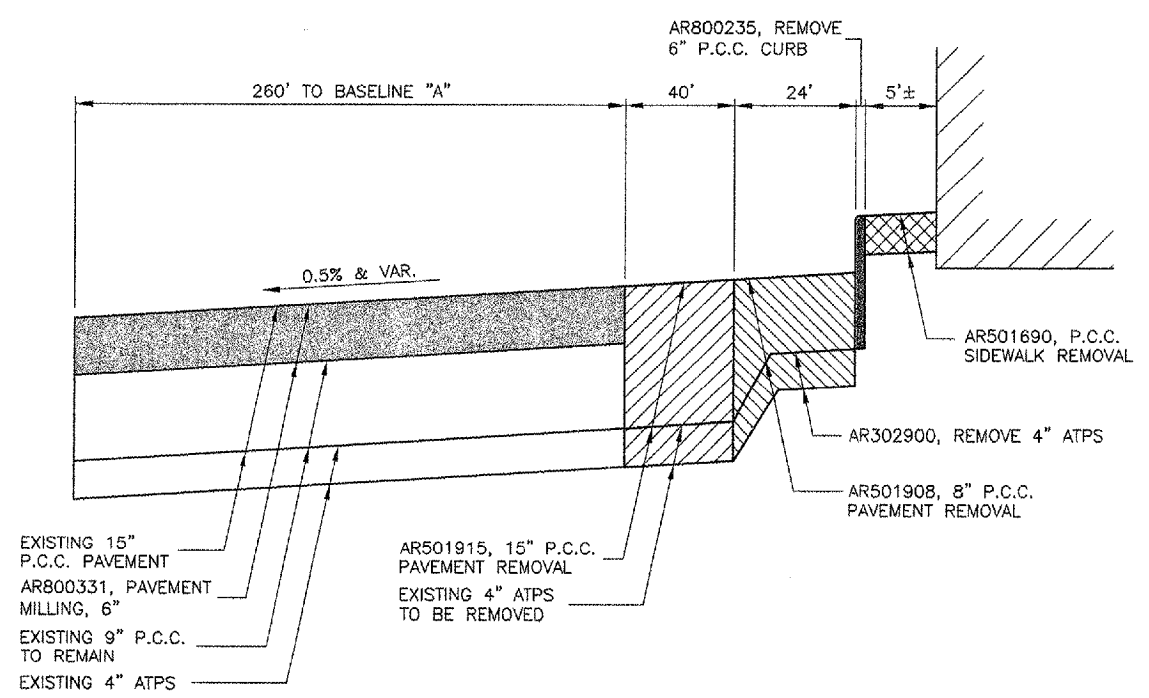
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IL PROJECT:	CMI-3449
A.I.P. PROJECT:	3-17-0016-22
SHEET	21 OF 58 SHEETS



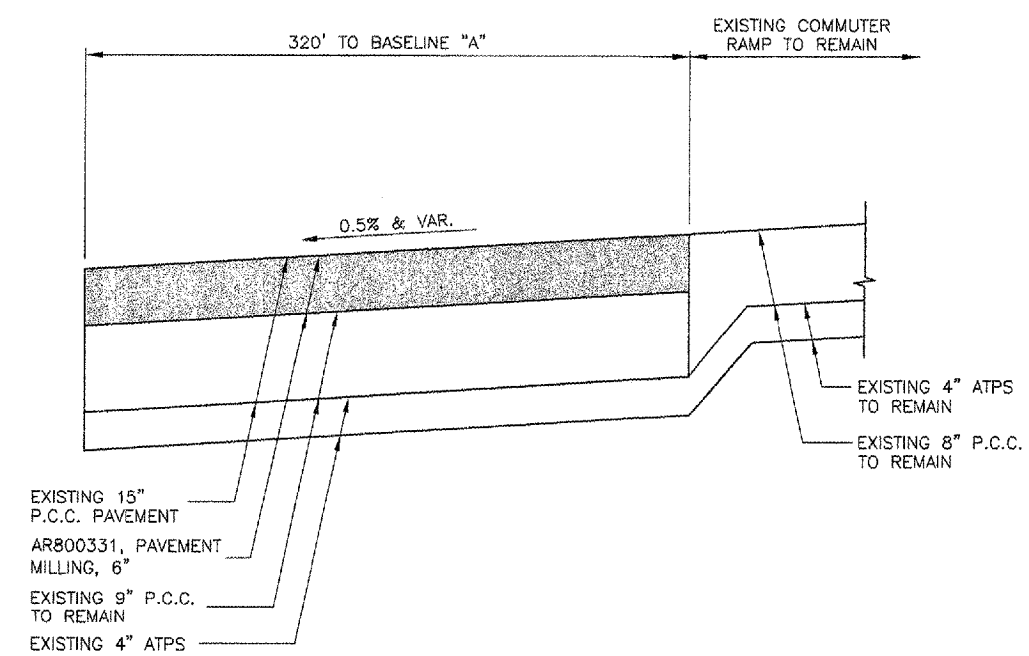
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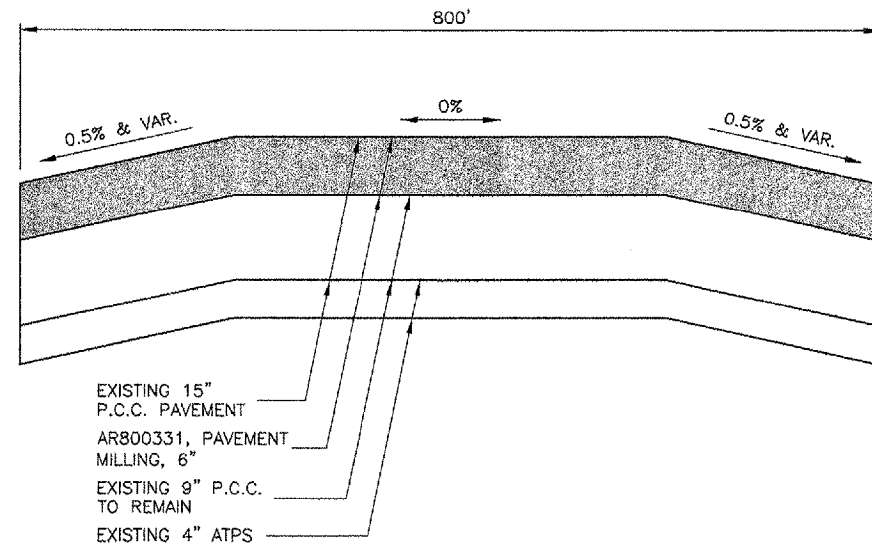
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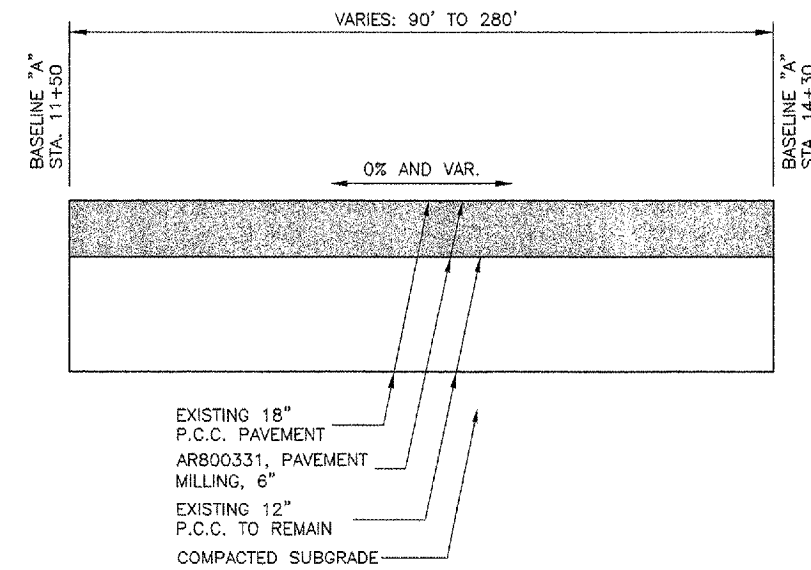
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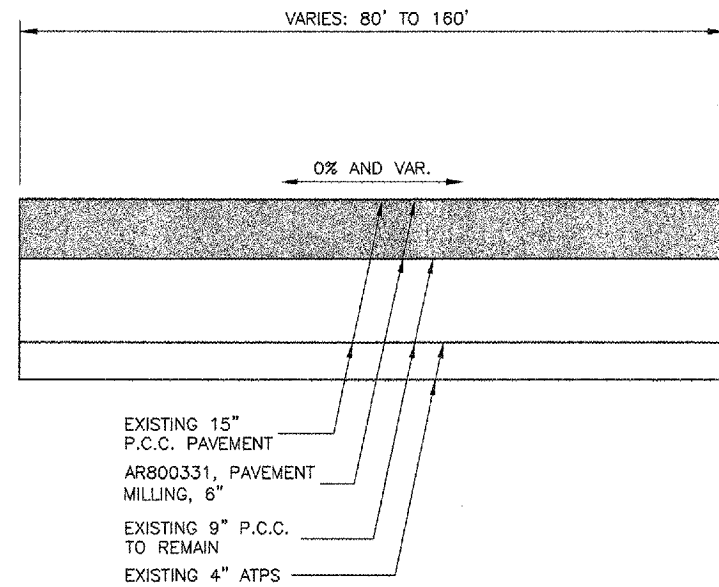
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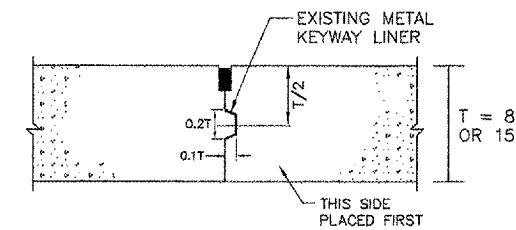
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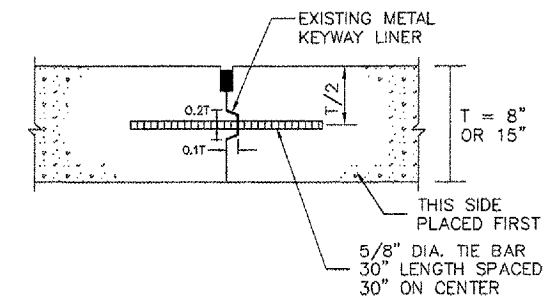
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REMOVAL SECTION GG
 N.T.S.



EXISTING TYPE C KEYED JOINT DETAIL
 SYMBOL ————



EXISTING TYPE E HINGED (KEYED) JOINT DETAIL
 SYMBOL + + + + +

EXISTING KEYED JOINT DETAILS
 N.T.S.

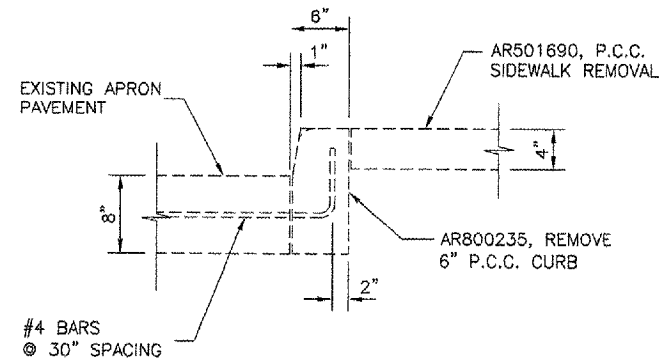
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 REHABILITATE AIR CARRIER RAMP
 PAVEMENT REMOVALS SHEET 2

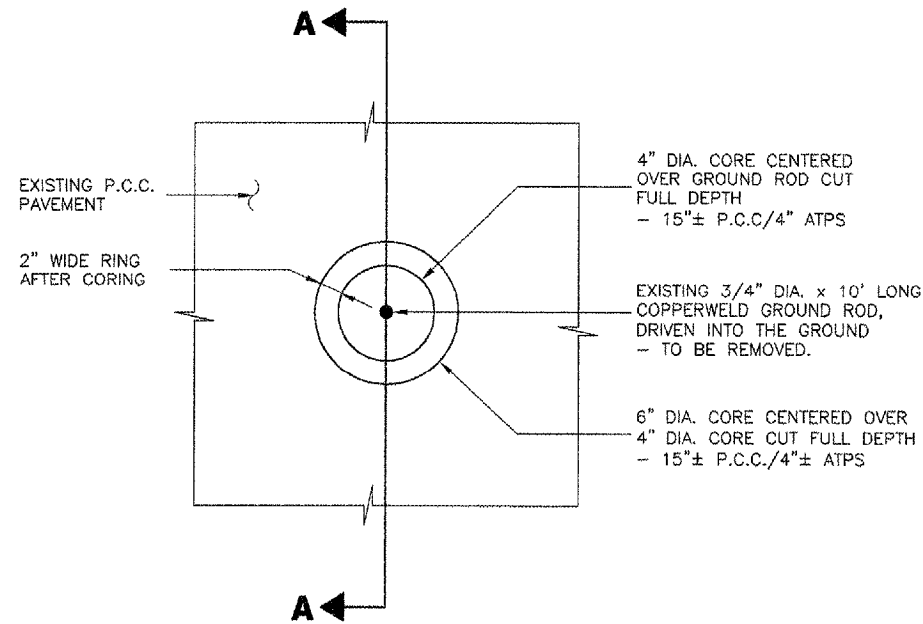
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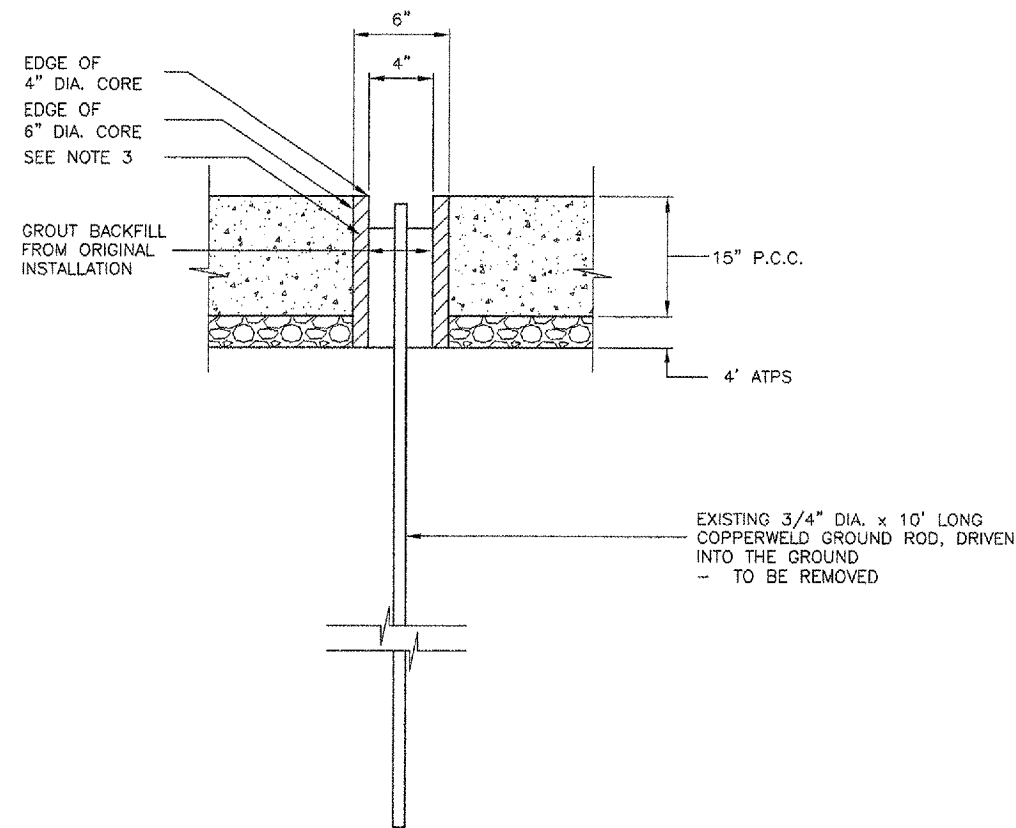


NOTE:
 ANY DAMAGE TO EXISTING CURB NOT SCHEDULED FOR REMOVAL TO BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT AT NO EXPENSE TO THE CONTRACT.

CURB ADJACENT TO CONCOURSE
TYPICAL DETAIL
 N.T.S.



PLAN VIEW



SECTION A-A

GROUND ROD REMOVAL DETAIL
 N.T.S.

REMOVAL NOTES

1. CUT 4" DIAMETER CORE FULL DEPTH WITH CORING MACHINE.
2. CUT 6" DIAMETER CORE FULL DEPTH WITH CORING MACHINE.
3. REMOVE 2" WIDE RING.
4. POSITION STRAP OR CHAIN AROUND BOTTOM OF GROUT BACKFILL.
5. PULL STRAP/CHAIN AND GROUND ROD STRAIGHT OUT OF GROUND.
6. CONTRACTOR MAY PROPOSE ALTERNATE REMOVAL METHODS FOR APPROVAL BY THE ENGINEER PROVIDED THE METHOD DOES NOT CAUSE/REQUIRE MORE REMOVAL OF THE EXISTING PAVEMENT THAN IS SHOWN.

REVISIONS

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 WILLARD AIRPORT
 REHABILITATE AIR CARRIER RAMP
 MISCELLANEOUS REMOVAL DETAILS

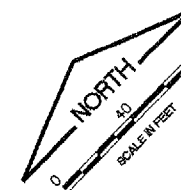
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JOB No:	03059-03-00

IL PROJECT: CMI-3449
 A.I.P. PROJECT: 3-17-0016-22

UN043



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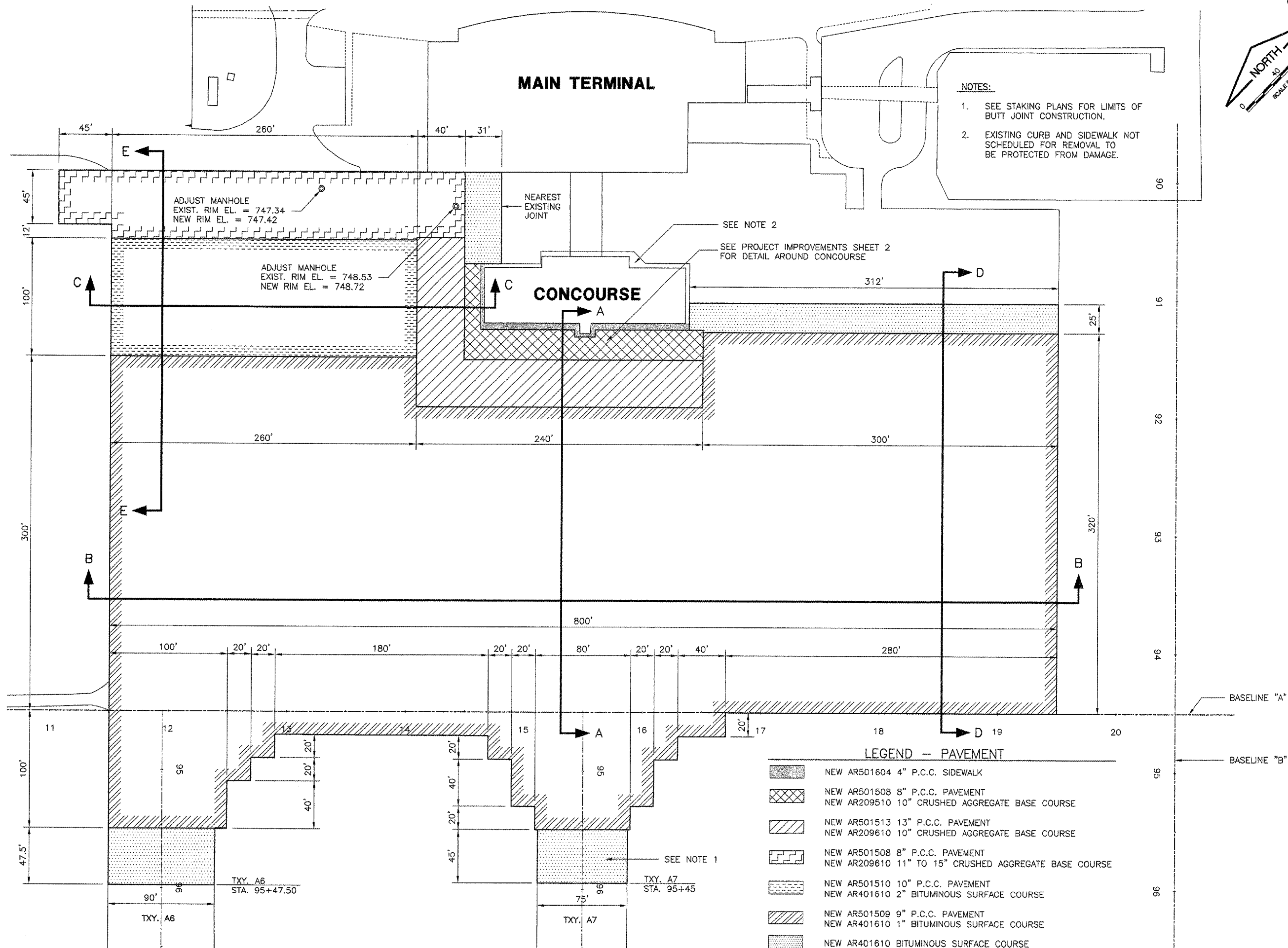
NOTES:

1. SEE STAKING PLANS FOR LIMITS OF BUTT JOINT CONSTRUCTION.
2. EXISTING CURB AND SIDEWALK NOT SCHEDULED FOR REMOVAL TO BE PROTECTED FROM DAMAGE.

REVISIONS

NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2' AT FULL SCALE (34X22).



LEGEND - PAVEMENT

- NEW AR501604 4" P.C.C. SIDEWALK
- NEW AR501508 8" P.C.C. PAVEMENT
- NEW AR209510 10" CRUSHED AGGREGATE BASE COURSE
- NEW AR501513 13" P.C.C. PAVEMENT
- NEW AR209610 10" CRUSHED AGGREGATE BASE COURSE
- NEW AR501508 8" P.C.C. PAVEMENT
- NEW AR209610 11" TO 15" CRUSHED AGGREGATE BASE COURSE
- NEW AR501510 10" P.C.C. PAVEMENT
- NEW AR401610 2" BITUMINOUS SURFACE COURSE
- NEW AR501509 9" P.C.C. PAVEMENT
- NEW AR401610 1" BITUMINOUS SURFACE COURSE
- NEW AR401610 BITUMINOUS SURFACE COURSE

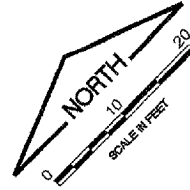
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WILLARD AIRPORT

REHABILITATE AIR CARRIER RAMP

PROJECT IMPROVEMENTS 1
AIR CARRIER APRON







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JOB No:	03059-03-00
IL PROJECT:	CM-3449
A.I.P. PROJECT:	3-17-0016-22
SHEET 24 OF 58 SHEETS	



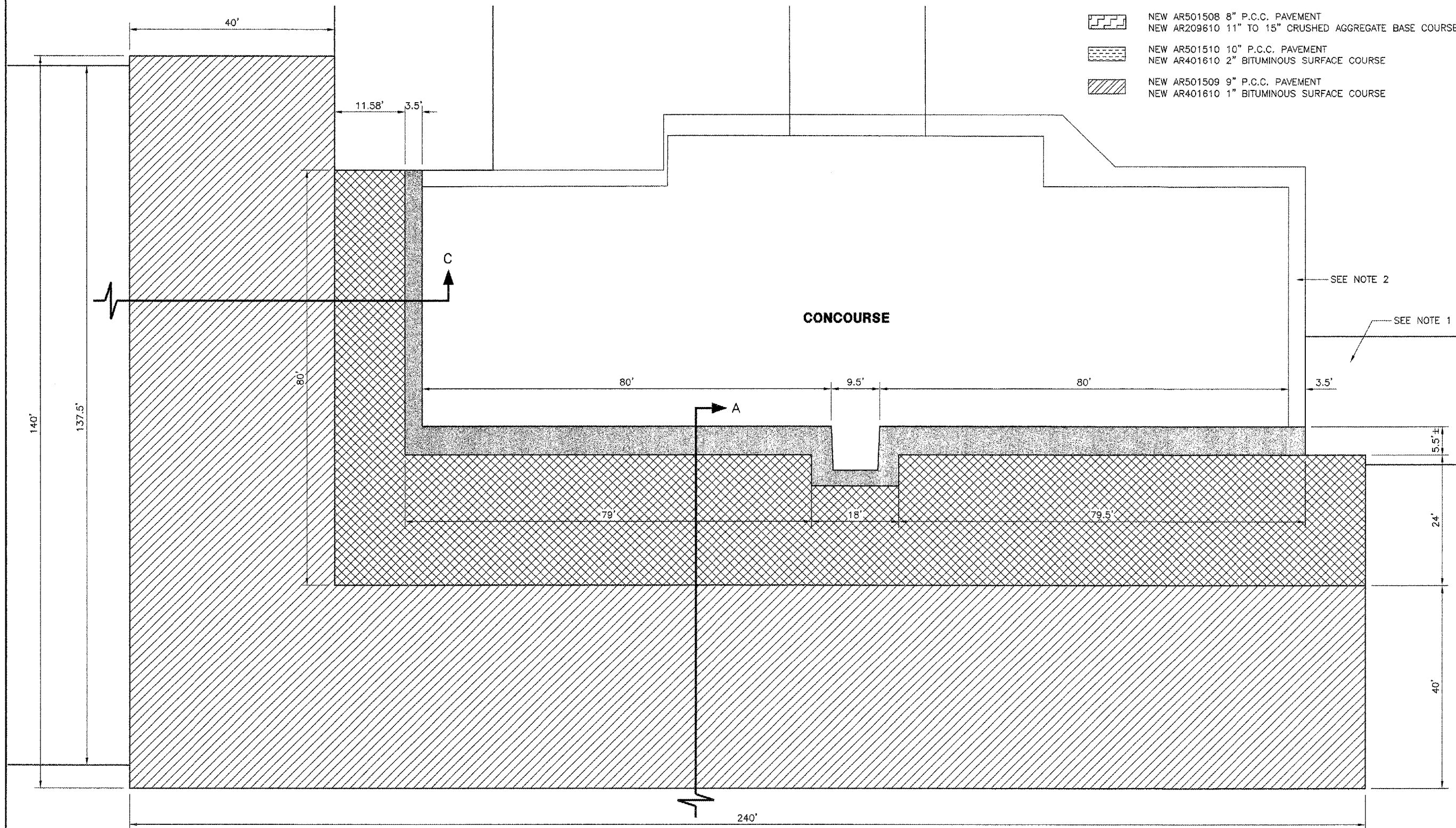
- NOTES:**
1. SEE GRADING PLANS FOR LIMITS OF BUTT JOINT CONSTRUCTION.
 2. EXISTING CURB AND SIDEWALK NOT SCHEDULED FOR REMOVAL TO BE PROTECTED FROM DAMAGE.

LEGEND - PAVEMENT

-  NEW AR501604 4" P.C.C. SIDEWALK
-  NEW AR501508 8" P.C.C. PAVEMENT
NEW AR209510 10" CRUSHED AGGREGATE BASE COURSE
-  NEW AR501513 13" P.C.C. PAVEMENT
NEW AR209610 10" CRUSHED AGGREGATE BASE COURSE
-  NEW AR501508 8" P.C.C. PAVEMENT
NEW AR209610 11" TO 15" CRUSHED AGGREGATE BASE COURSE
-  NEW AR501510 10" P.C.C. PAVEMENT
NEW AR401610 2" BITUMINOUS SURFACE COURSE
-  NEW AR501509 9" P.C.C. PAVEMENT
NEW AR401610 1" BITUMINOUS SURFACE COURSE

REVISIONS		
NUMBER	BY	DATE

0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).



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 WILLARD AIRPORT**

REHABILITATE AIR CARRIER RAMP

**PROJECT IMPROVEMENTS 2
 AREA AROUND TERMINAL**

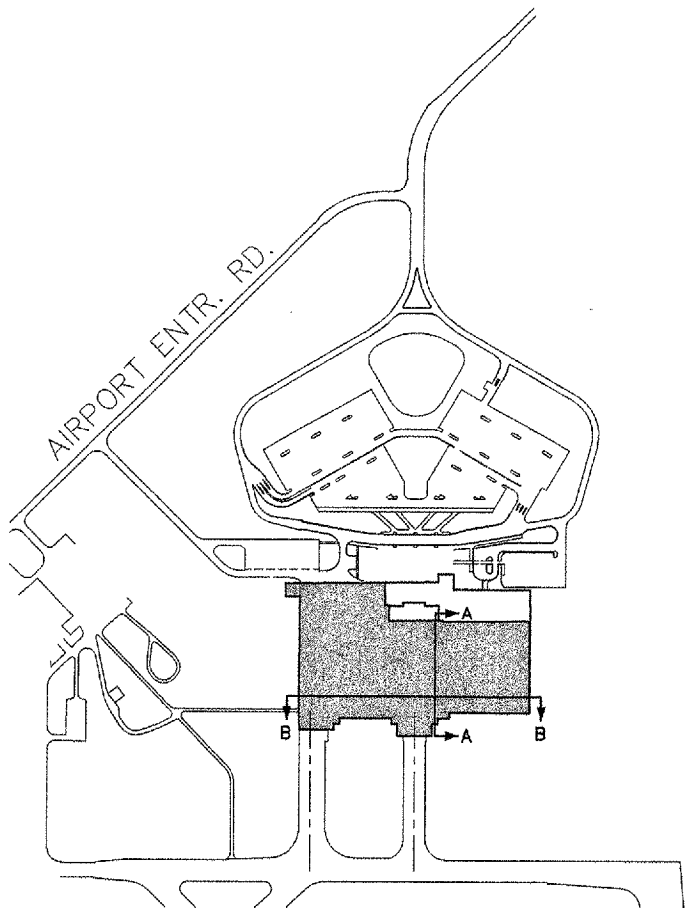
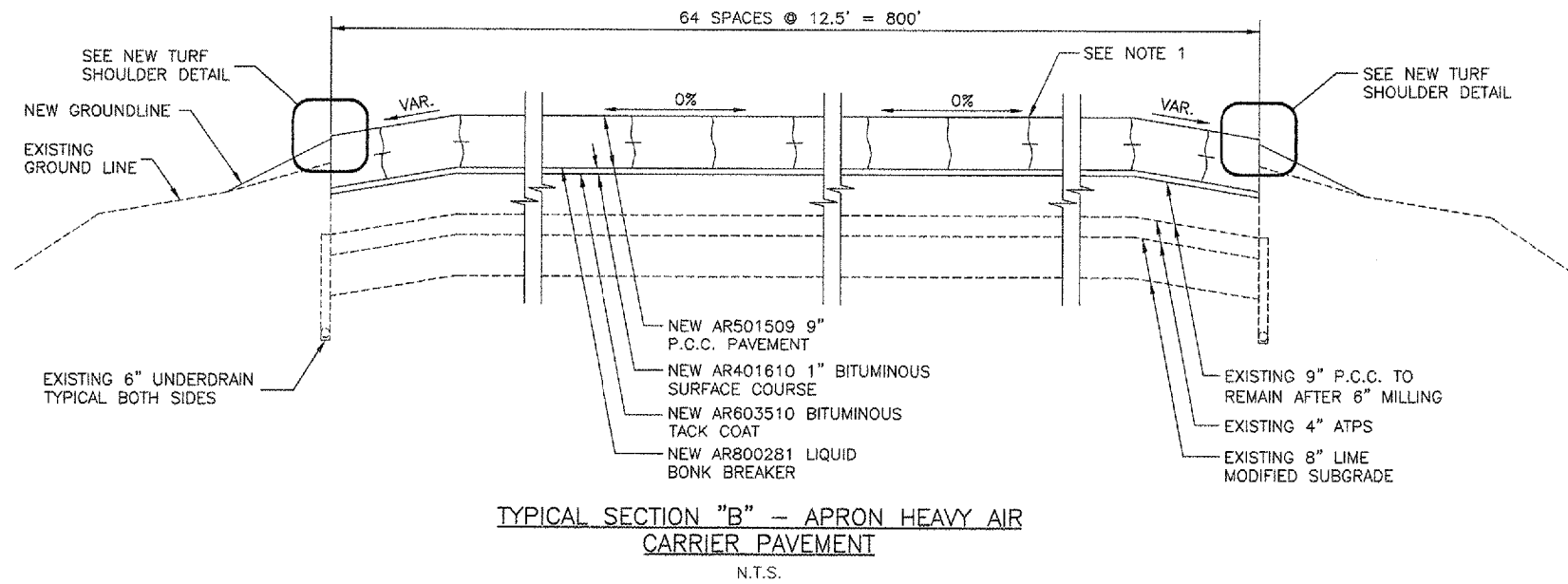
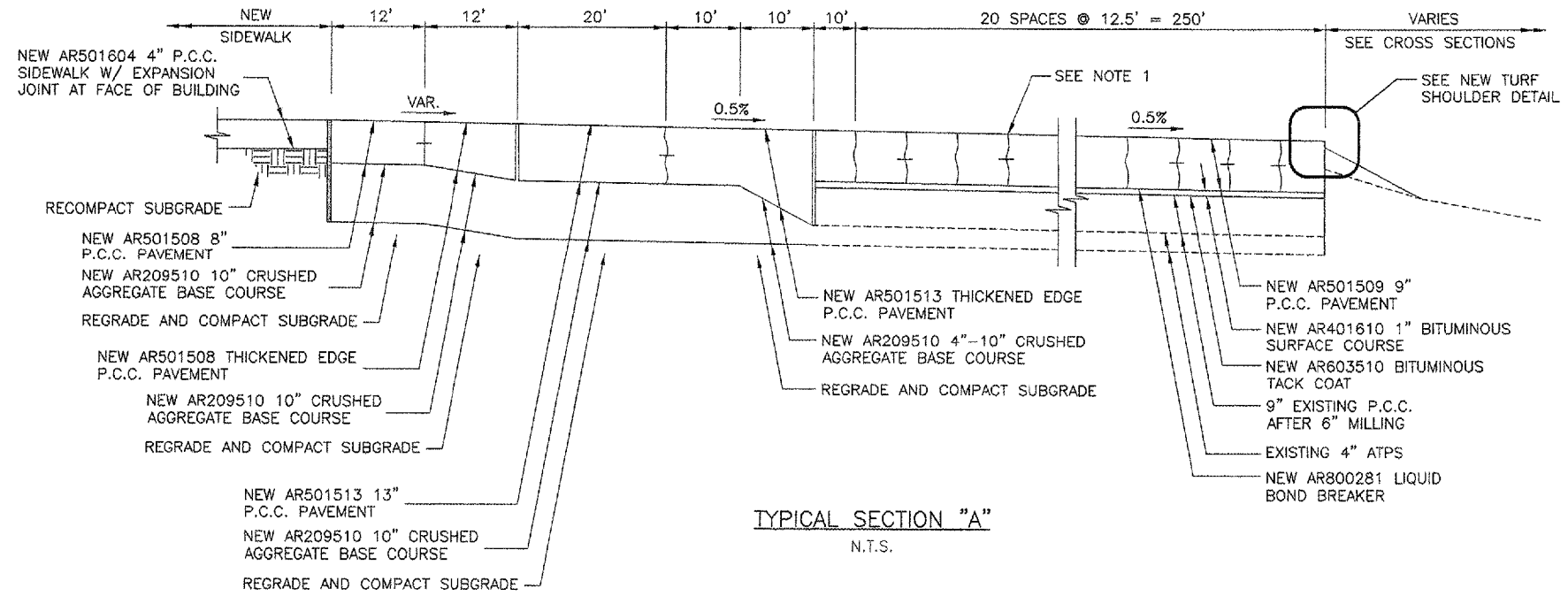
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JOB No:	03059-03-00
IL PROJECT:	CMI-3449
A.I.P. PROJECT:	3-17-0016-22
SHEET 25 OF 58 SHEETS	

SEE PROJECT IMPROVEMENTS SHEET 1 FOR NEW APRON PAVEMENT PLAN.

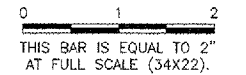
NOTES

1. ALL CONSTRUCTION JOINTS TO BE DOWELED.



REVISIONS

NUMBER	BY	DATE

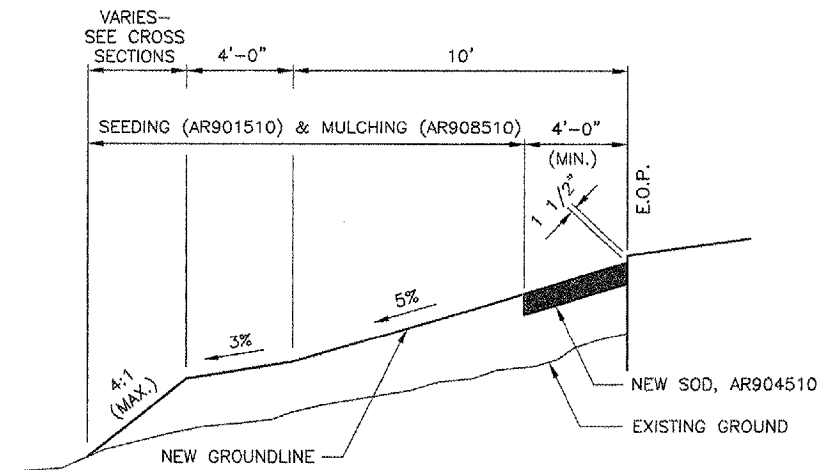


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REHABILITATE AIR CARRIER RAMP
NEW TYPICAL SECTIONS SHEET 1

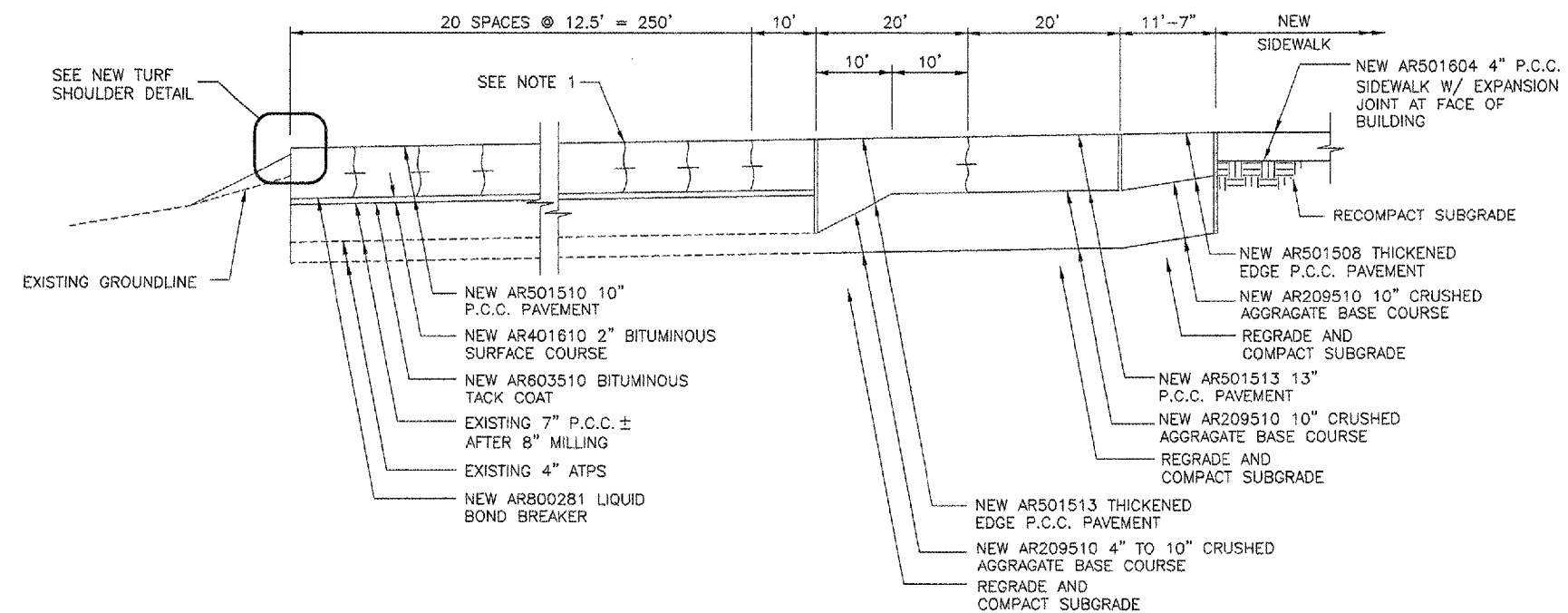
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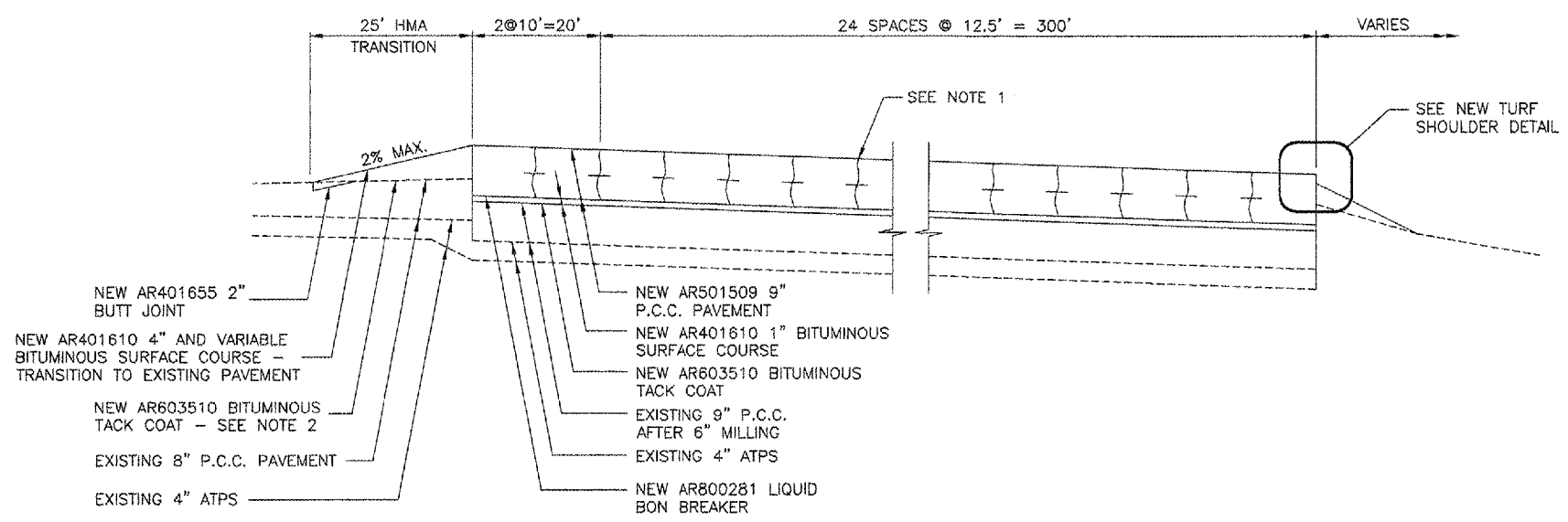
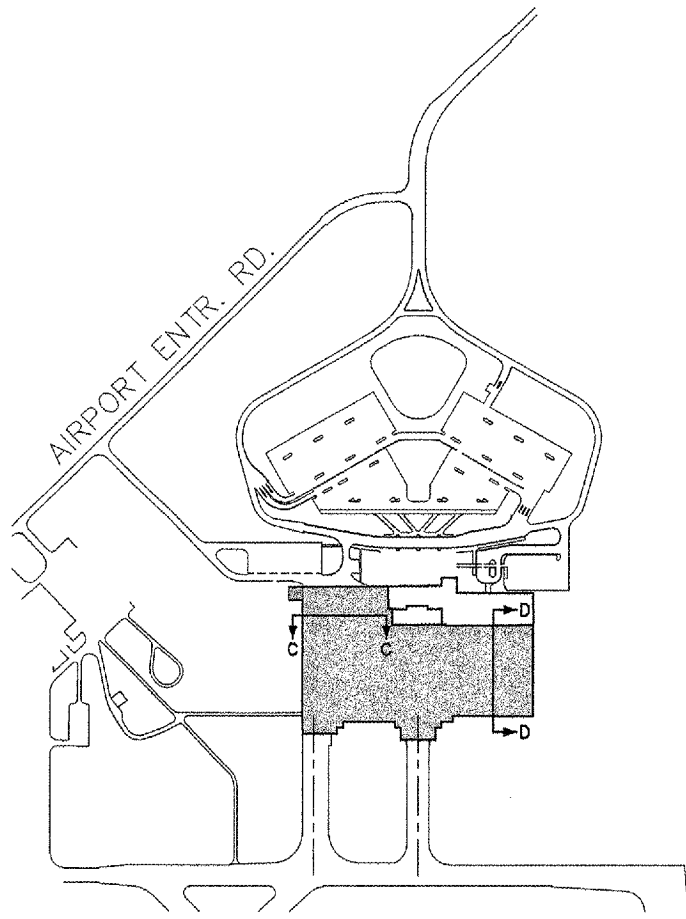
IL PROJECT: CMI-3449
 A.I.P. PROJECT: 3-17-0016-22
 SHEET 26 OF 58 SHEETS



NEW TURF SHOULDER DETAIL
 N.T.S.



TYPICAL SECTION "C"
 N.T.S.

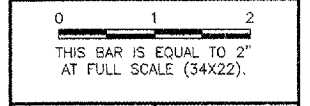


TYPICAL SECTION "D"
 N.T.S.

NOTES

1. ALL CONSTRUCTION JOINTS TO BE DOWELED.
2. BITUMINOUS TACK COAT REQUIRED BETWEEN EACH LIFT OF BITUMINOUS SURFACE COURSE IN THE BITUMINOUS TRANSITIONS.

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NUMBER	BY	DATE



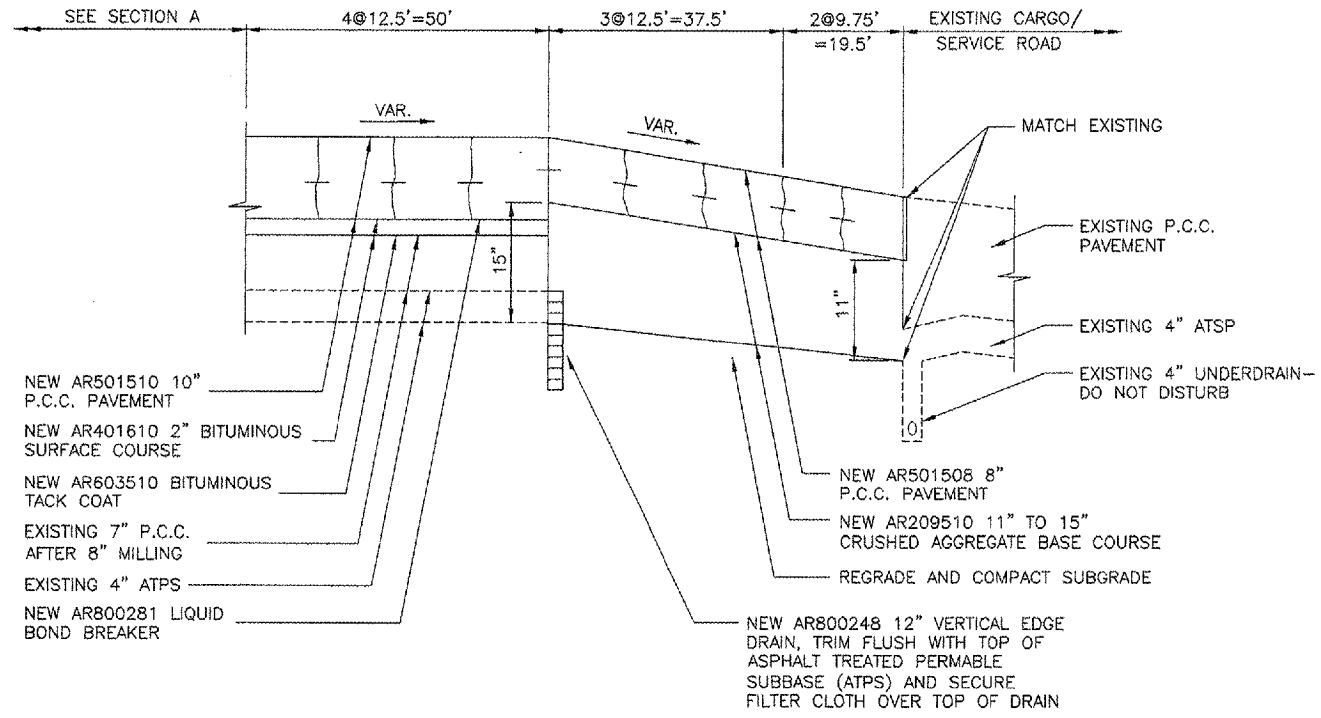
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 NEW TYPICAL SECTIONS SHEET 2

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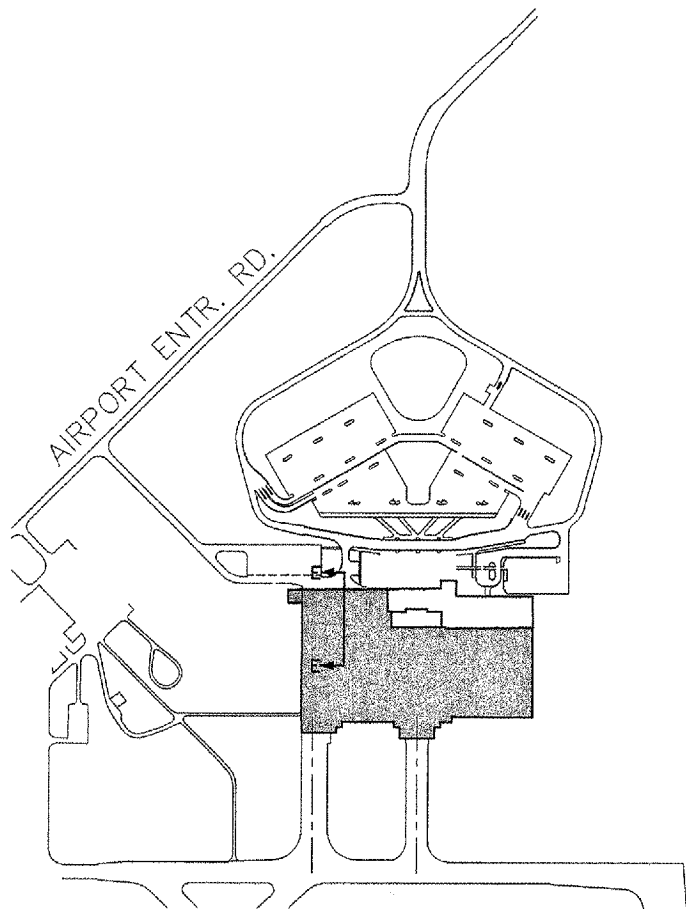
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A.I.P. PROJECT:	3-17-0016-22
SHEET 27 OF 58 SHEETS	

NOTES

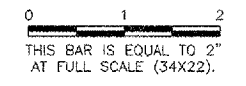
1. ALL CONSTRUCTION JOINTS TO BE DOWELED.



TYPICAL SECTION "E"
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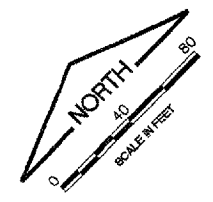
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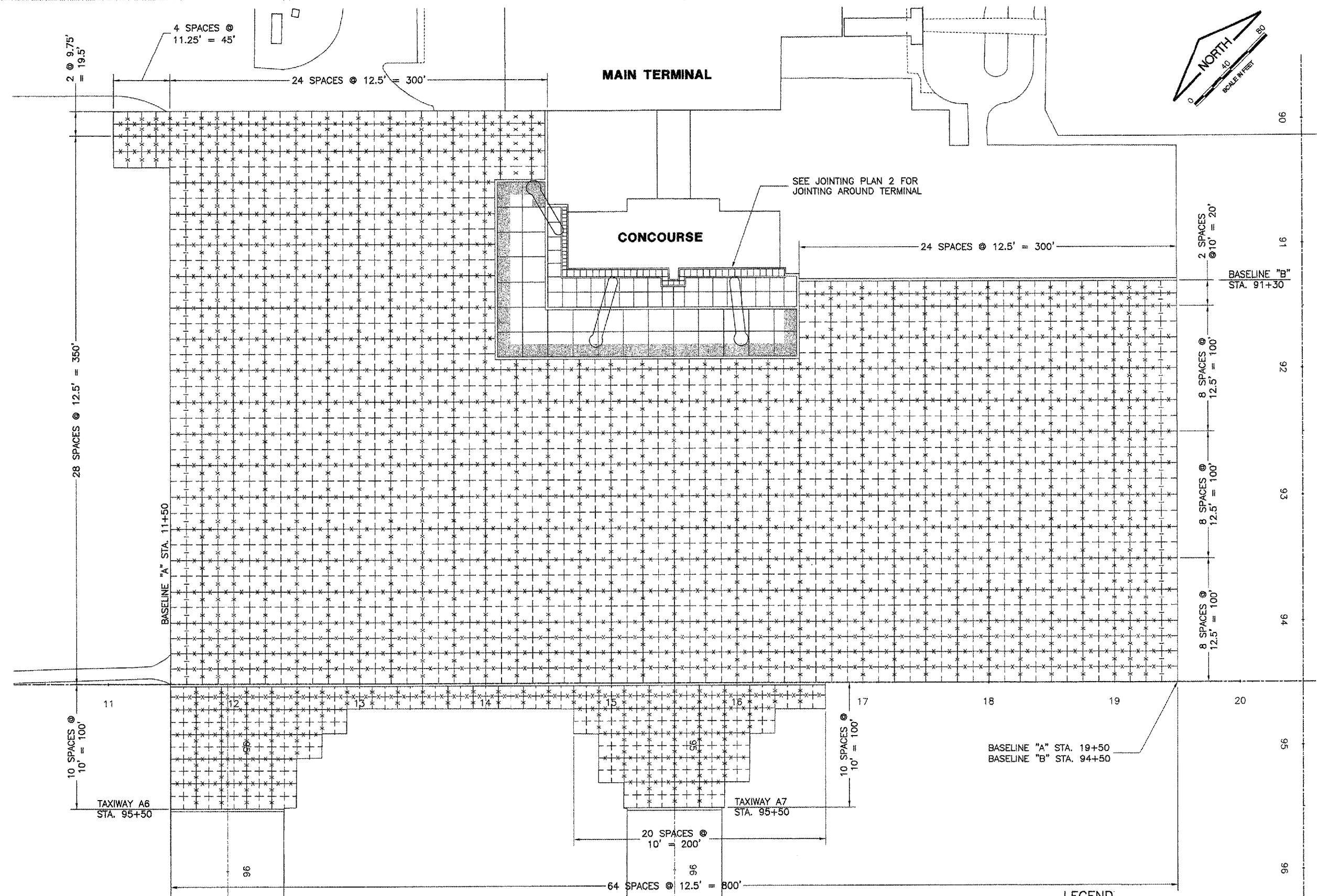
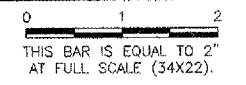
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 REHABILITATE AIR CARRIER RAMP
 NEW TYPICAL SECTIONS SHEET 3

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- NOTES**
1. TYPE D AND TYPE F JOINTS MAY BE USED INTERCHANGEABLY DEPENDING ON THE CONTRACTOR'S PAVING PLAN.
 2. CONTRACTOR TO SUBMIT PAVING PLAN TO ENGINEER FOR APPROVAL BEFORE PAVING OPERATIONS BEGIN. PLAN ONLY NEEDS TO SHOW PAVING LANES AND STEEL SCHEDULE.

LEGEND

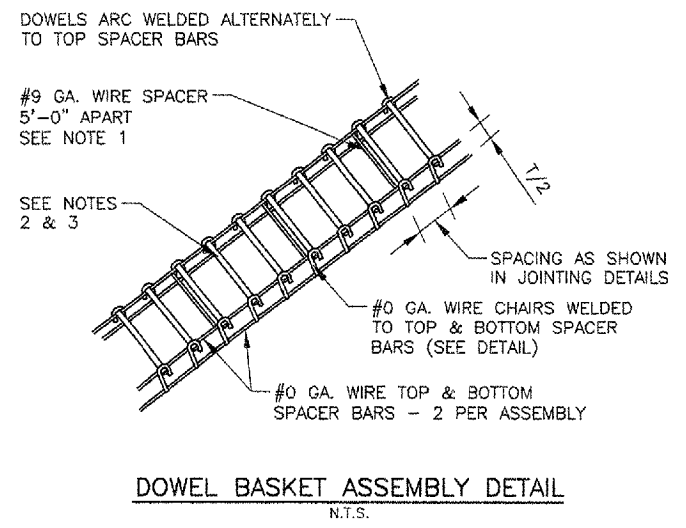
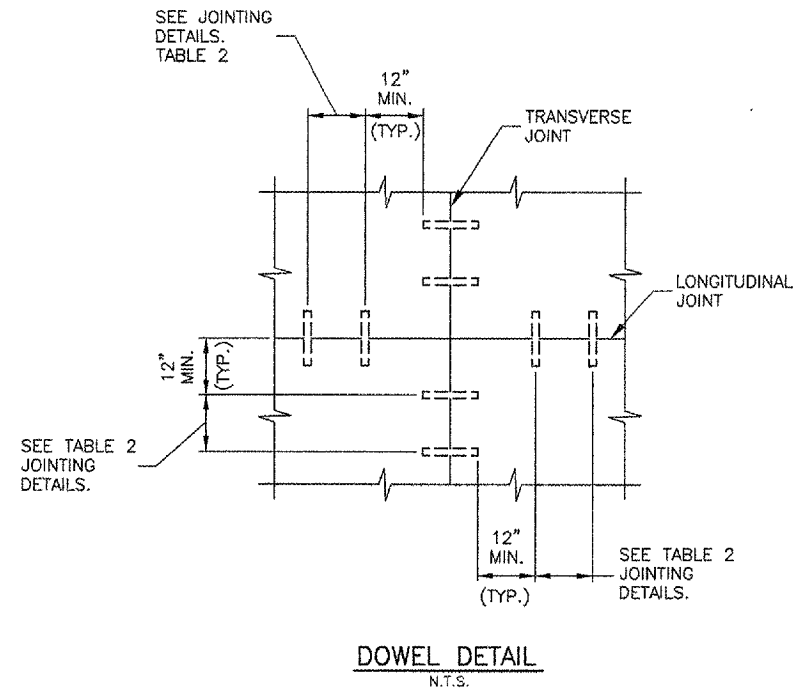
	TYPE B EXPANSION JOINT
	TYPE D DOWELED CONSTRUCTION JOINT
	TYPE F DOWELED CONSTRUCTION JOINT
	TYPE H "DUMMY" CONSTRUCTION JOINT
	TYPE G HINGED CONSTRUCTION JOINT
	THICKENED EDGE PAVEMENT; THICKENED EDGE ACCORDING TO THE TYPE B THICKENED EDGE EXPANSION JOINT ON THE JOINTING DETAILS SHEET.

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**REHABILITATE AIR CARRIER RAMP
 JOINTING PLAN 1
 AIR CARRIER APRON**

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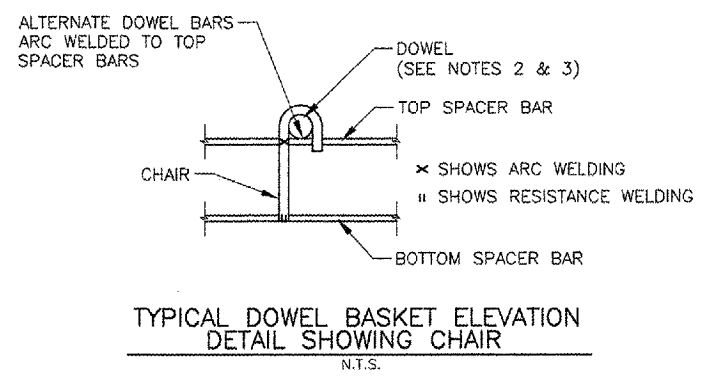
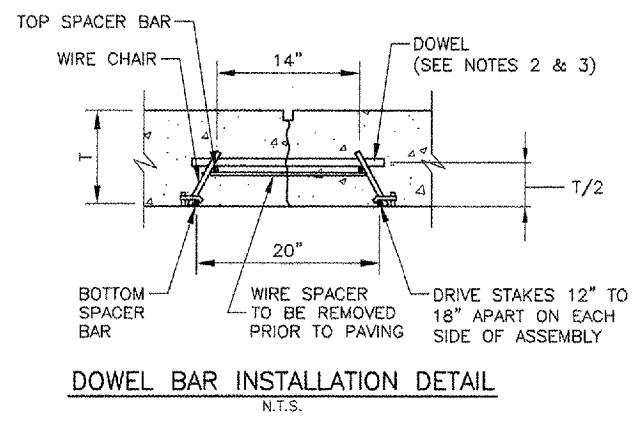
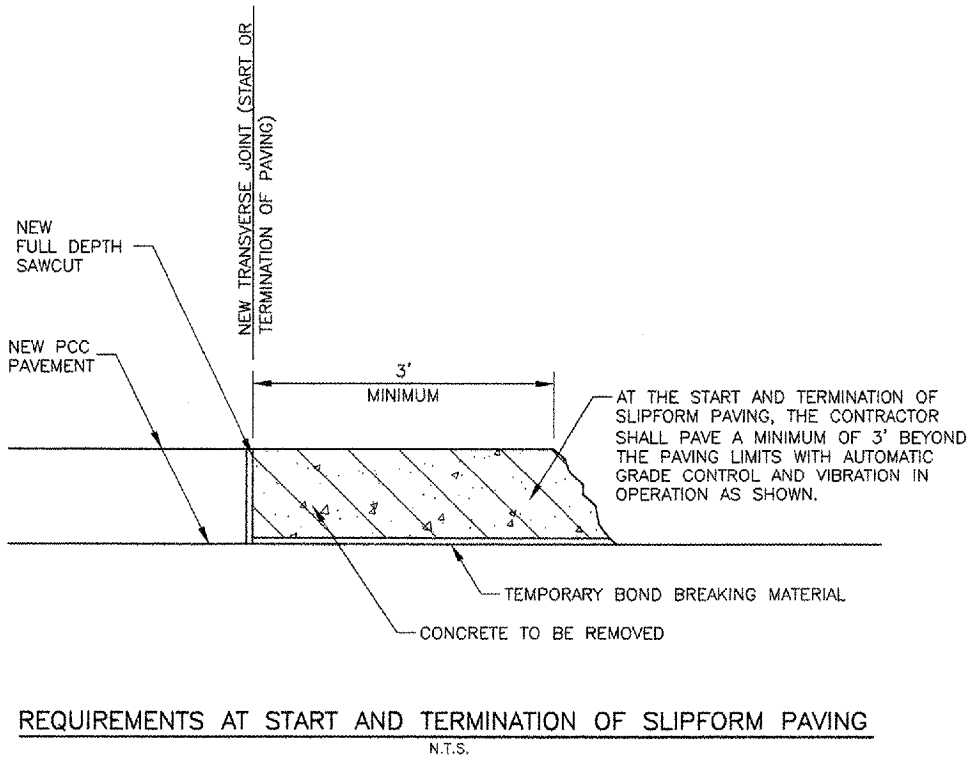
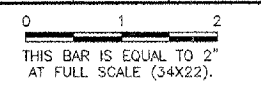
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JOB No:	03059-03-00
IL PROJECT:	CMI-3449
A.I.P. PROJECT:	3-17-0016-22
SHEET 29 OF 58 SHEETS	



- DOWEL BASKET NOTES**
- #9 GA. WIRE SPACER BAR ARC WELDED TO THE BOTTOM OF TOP SPACER BAR (MAY BE MECHANICALLY ATTACHED IN LIEU OF WELDING); 3 REQUIRED PER UNIT. THIS WIRE MUST BE CUT OR REMOVED PRIOR TO PAVING.
 - DOWEL BAR DIAMETER, LENGTH & SPACING SHALL BE AS SHOWN IN TABLE 2 OF JOINTING DETAILS SHEET.
 - DOWELS SHALL BE EPOXY COATED FULL LENGTH OF DOWEL IMMEDIATELY PRIOR TO PAVING, THE FREE END OF EACH DOWEL SHALL BE LUBRICATED OR OILED, FOR HALF THE LENGTH OF THE DOWEL.

REVISIONS

NUMBER	BY	DATE



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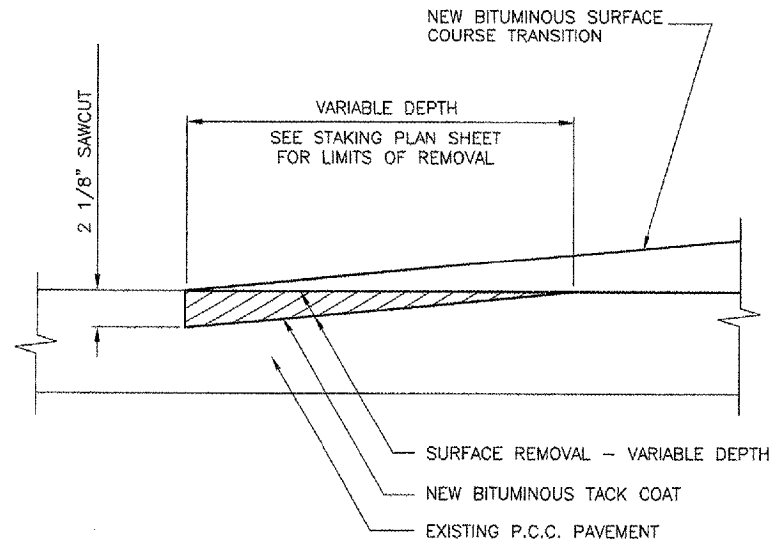
REHABILITATE AIR CARRIER RAMP

PAVING AND MISCELLANEOUS DETAILS
 SHEET 1

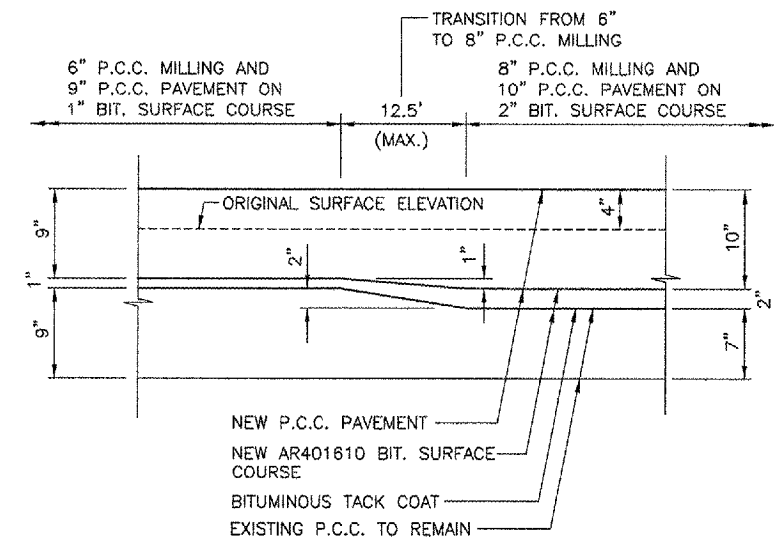
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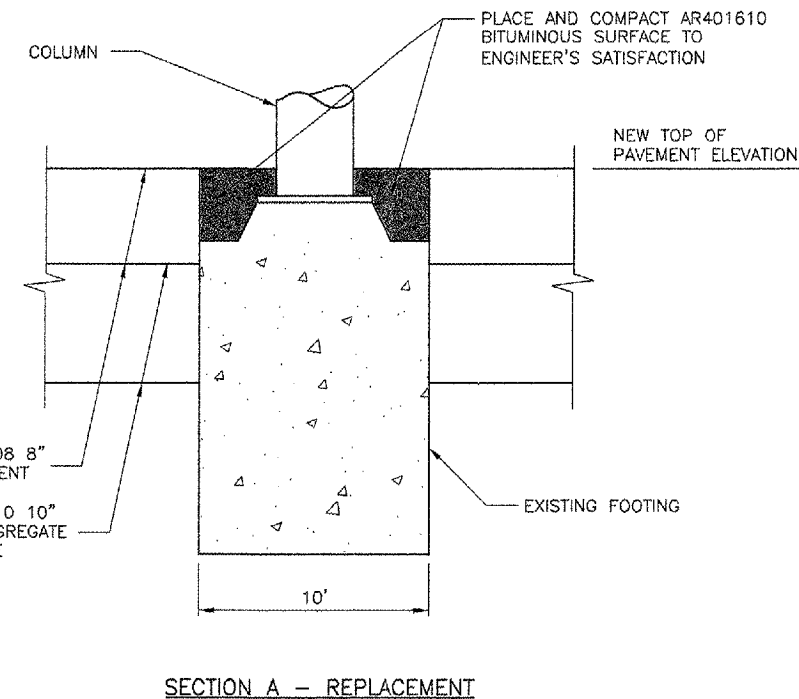
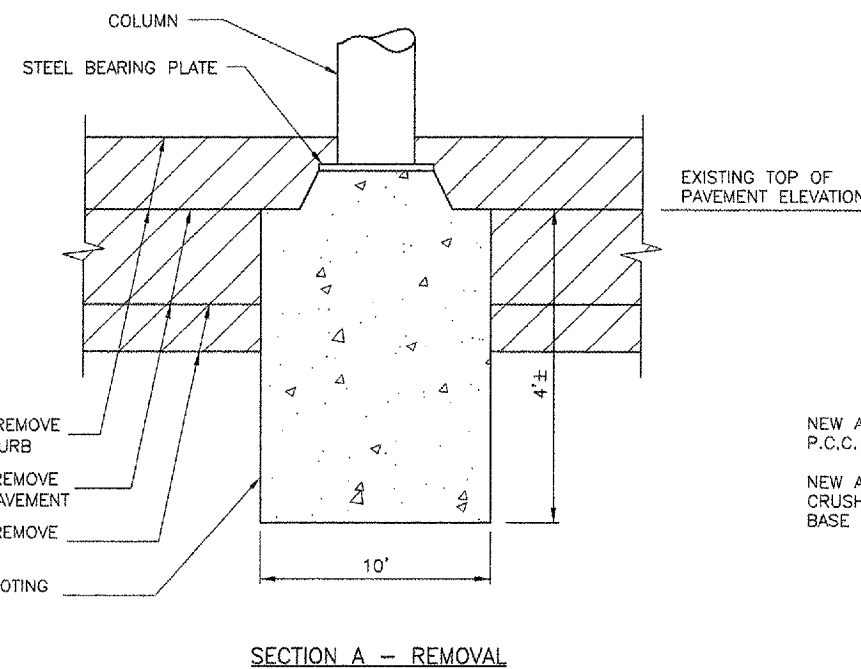
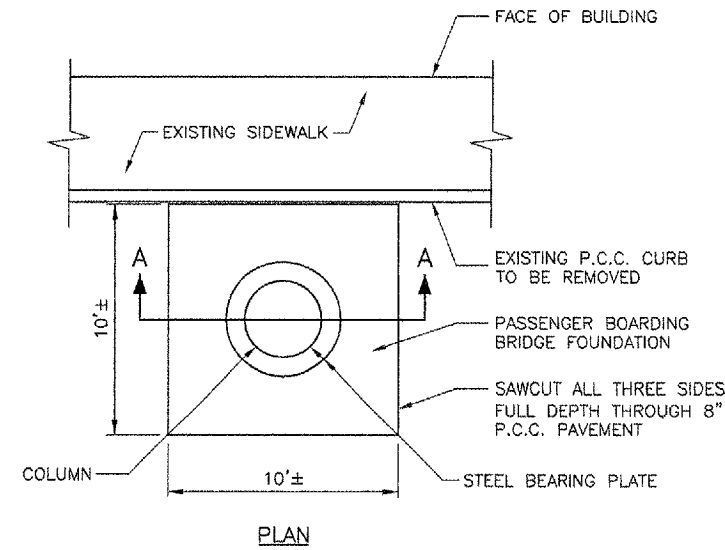
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JOB No:	03059-03-00
IL PROJECT:	CM-3449
A.I.P. PROJECT:	3-17-0016-22
SHEET	32 OF 58 SHEETS



BUTT JOINT DETAIL
N.T.S.



TRANSITION FROM 6\"/>N.T.S.

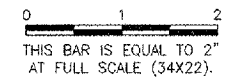


REMOVAL AND REPLACEMENT AT BASE OF PASSENGER BOARDING BRIDGES DETAIL
N.T.S.

NOTES

- 1.) SAWCUT FULL DEPTH THROUGH 8" P.C.C. PAVEMENT PRIOR TO BEGINNING REMOVAL OPERATIONS.
- 2.) DAMAGE TO EXISTING FOUNDATION OR BOARDING BRIDGE BY CONTRACTOR TO BE REPAIRED AT NO EXPENSE TO THE CONTRACT.
- 3.) BITUMINOUS SURFACE COURSE TO BE LEVEL WITH THE TOP OF THE STEEL PLATE, BE SLOPED TO DRAIN AWAY FROM THE COLUMN AND BE COMPACTED TO THE ENGINEER'S SATISFACTION. TO BE PAID AS AR401610 BITUMINOUS SURFACE COURSE.

REVISIONS		
NUMBER	BY	DATE



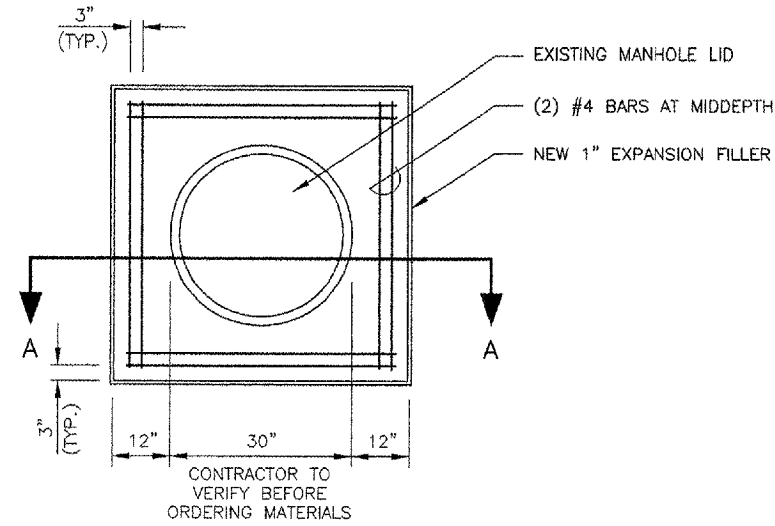
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REHABILITATE AIR CARRIER RAMP
PAVING AND MISCELLANEOUS DETAILS
SHEET 2

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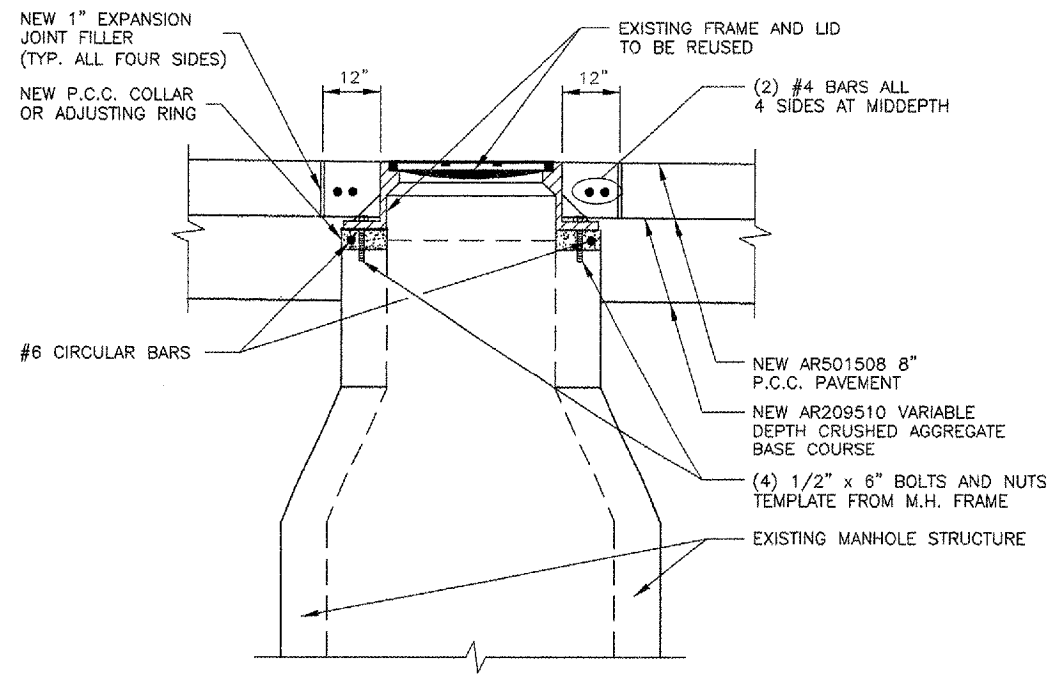


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PLAN



SECTION A-A

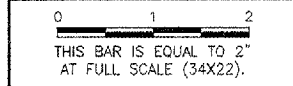
MANHOLE ADJUSTMENT IN PAVEMENT DETAIL

N.T.S.

MANHOLE NOTES

- 1.) HEIGHT OF ADJUSTMENT SHOWN ON PROJECT IMPROVEMENTS SHEET 1.

REVISIONS		
NUMBER	BY	DATE



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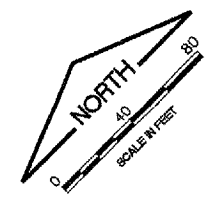
**REHABILITATE AIR CARRIER RAMP
 IN PAVEMENT MANHOLE
 ADJUSTMENT DETAILS**

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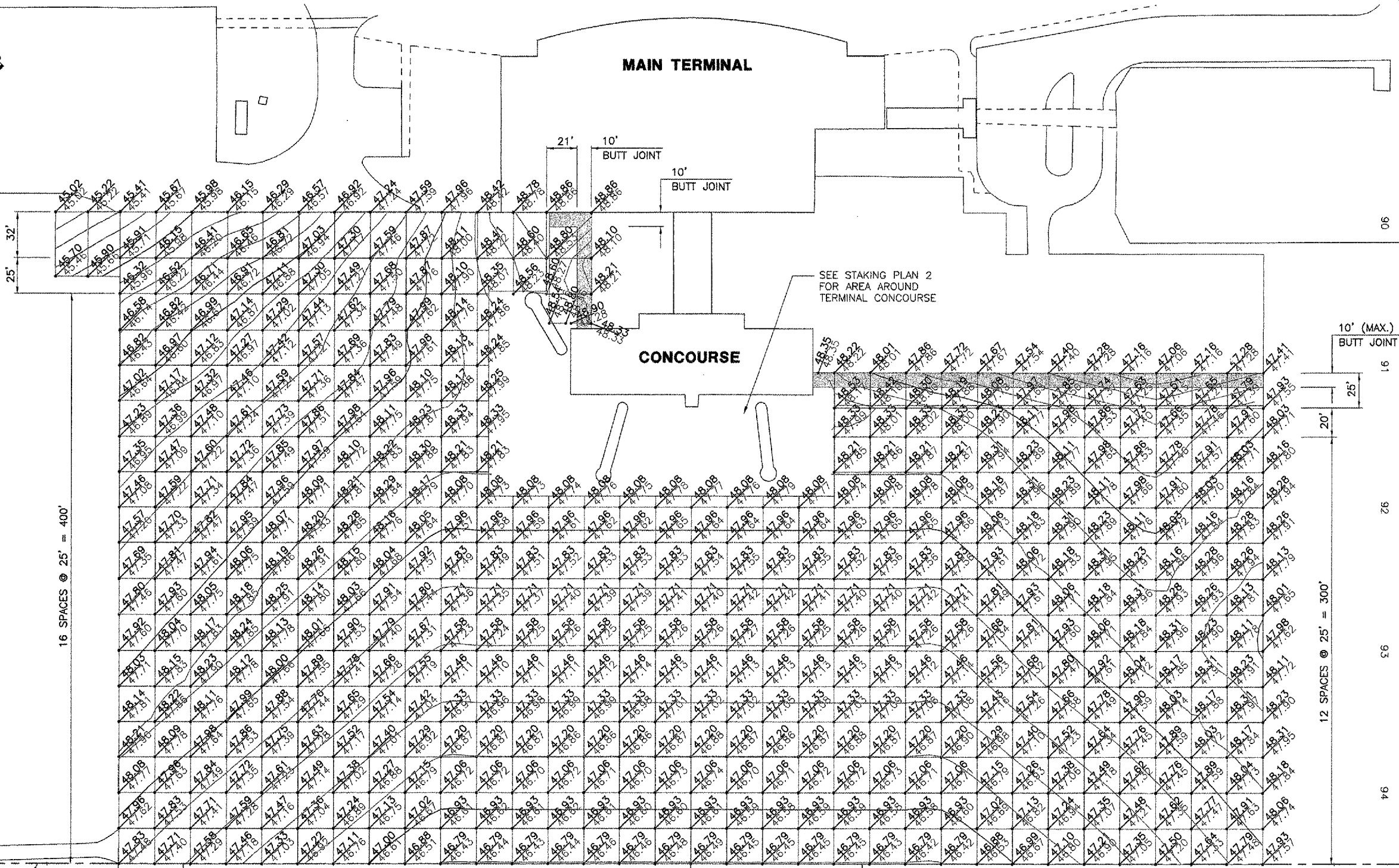
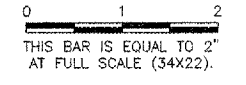
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A.I.P. PROJECT:	3-17-0016-22

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 REHABILITATE AIR CARRIER RAMP
 STAKING PLAN 1
 AIR CARRIER APRON**

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BASELINE "A" 11

BASELINE "B" 56

TXY. A6

TXY. A7

SEE STAKING PLAN 3

LEGEND

- NEW PAVEMENT ELEVATION
- EXISTING PAVEMENT ELEVATION
- AR401655 BITUMINOUS BUTT JOINT

NOTES

- 1.) ALL ELEVATIONS SHOWN ARE ABOVE THE BASE ELEVATION OF 700' AMSL.
- 2.) SEE STAKING PLAN 2 FOR AREA AROUND TERMINAL.
- 3.) SEE STAKING PLAN 3 FOR TXY A6 AND TXY A7.

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SHEET 35 OF 58 SHEETS	

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

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tb.dwg
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NOTES

1. PASSENGER LOADING BRIDGES NOT SHOWN TO IMPROVE CLARITY.
2. EXPANSION JOINTS SHOWN AT LARGE SCALE.
3. ALL ELEVATIONS SHOWN ARE ABOVE THE BASE ELEVATION OF 700' AMSL.

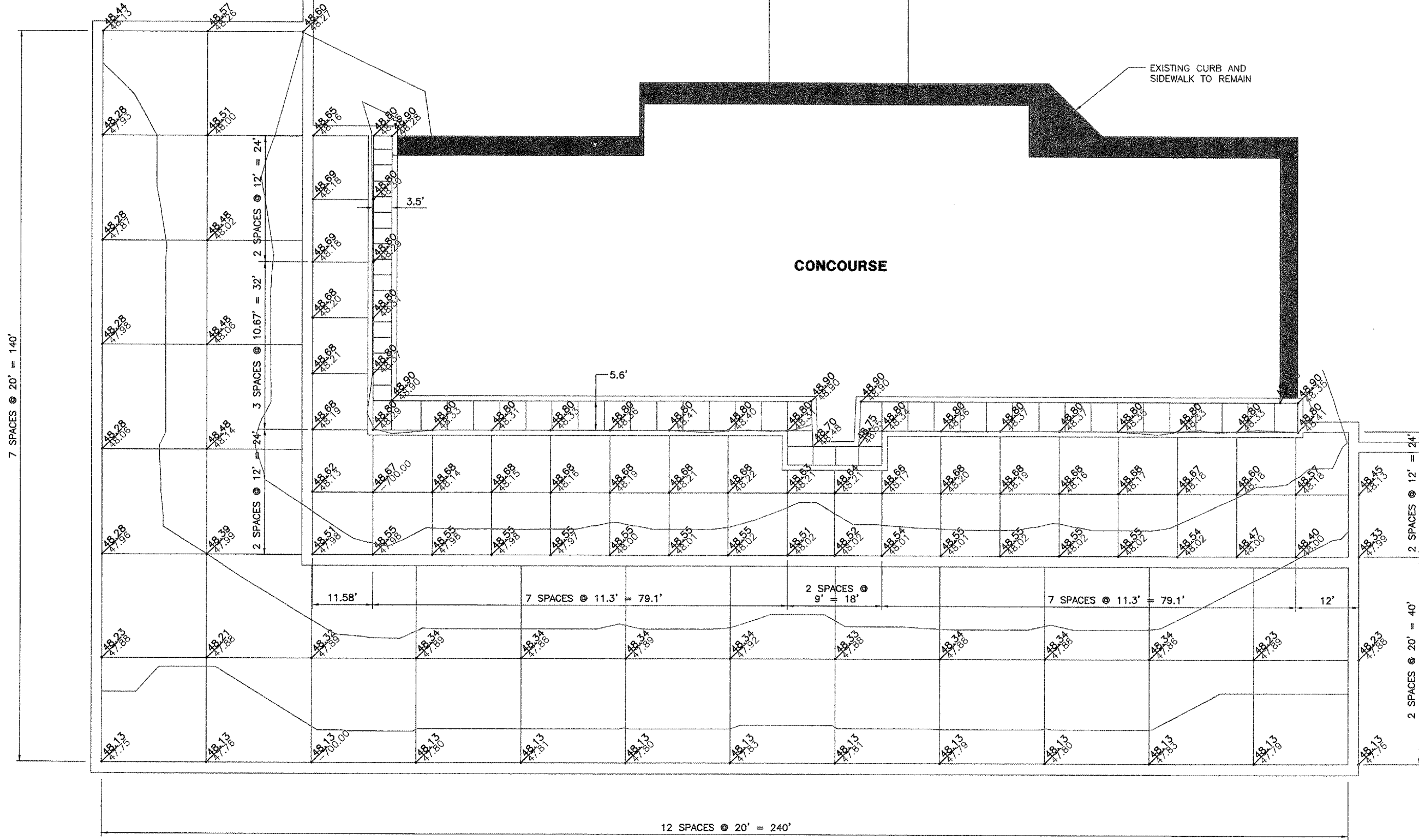
LEGEND

-  48.90 NEW PAVEMENT ELEVATION
-  48.34 EXISTING PAVEMENT ELEVATION

REVISIONS

NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2"
AT FULL SCALE (34X22).



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REHABILITATE AIR CARRIER RAMP
STAKING PLAN 2
AREA AROUND TERMINAL




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A.I.P. PROJECT: 3-17-0016-22
SHEET 36 OF 58 SHEETS

**AIR CARRIER APRON
 (SEE STAKING PLAN 1)**

LEGEND

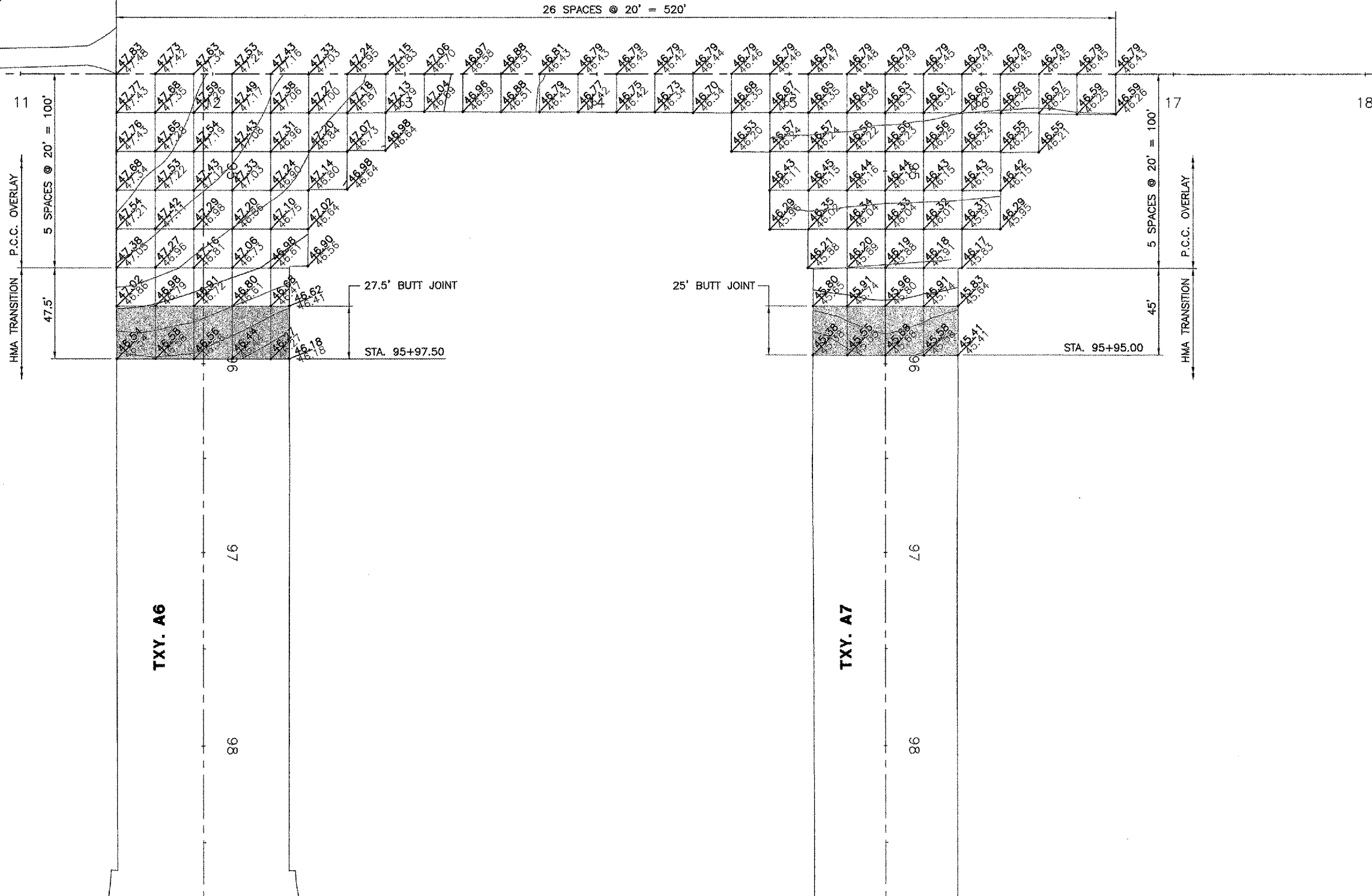
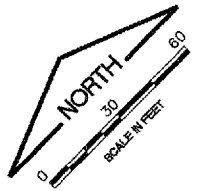
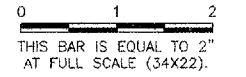
-  NEW PAVEMENT ELEVATION
-  EXISTING PAVEMENT ELEVATION
-  AR401655 BITUMINOUS BUTT JOINT

NOTES

- 1.) ALL ELEVATIONS SHOWN ARE ABOVE THE BASE ELEVATION OF 700' AMSL.
- 2.) SEE STAKING PLAN 1 FOR AIR CARRIER APRON.
- 3.) SEE STAKING PLAN 2 FOR AREA AROUND TERMINAL.

REVISIONS


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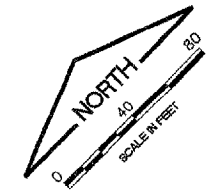
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REHABILITATE AIR CARRIER RAMP
 STAKING PLAN 3
 TAXIWAY A6 AND TAXIWAY A7

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 DATE: 06/10/2005
 JOB No: 03059-03-00

IL. PROJECT: CMI-3449
 A.I.P. PROJECT: 3-17-0016-22



MAIN TERMINAL

CONCOURSE

DIRECT CONNECT
 AT EXISTING MANHOLE.
 INV. EL.=742.39

CONNECT LINE A TO LINE B
 WITH 4" NON-PERFORATED
 PIPE - SEE DETAIL "A"

LINE B
 40 L.F. AT 0.5%

LINE A
 260 L.F. AT 0.81%

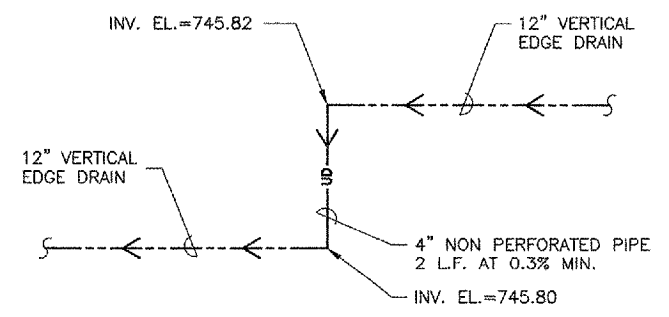
CAP END
 INV. EL. 746.02

66 L.F. NON-PERFORATED
 OUTLET PIPE AT 2%

400'

90
91
92
93
94

11 12 13 14 15 16 17 18 19 20

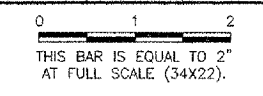


DETAIL A
 N.T.S.

LEGEND

- NEW AR800248 12" VERTICAL EDGE DRAIN
- NEW AR705544 4" NON-PERFORATED UNDERDRAIN PIPE

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NUMBER	BY	DATE

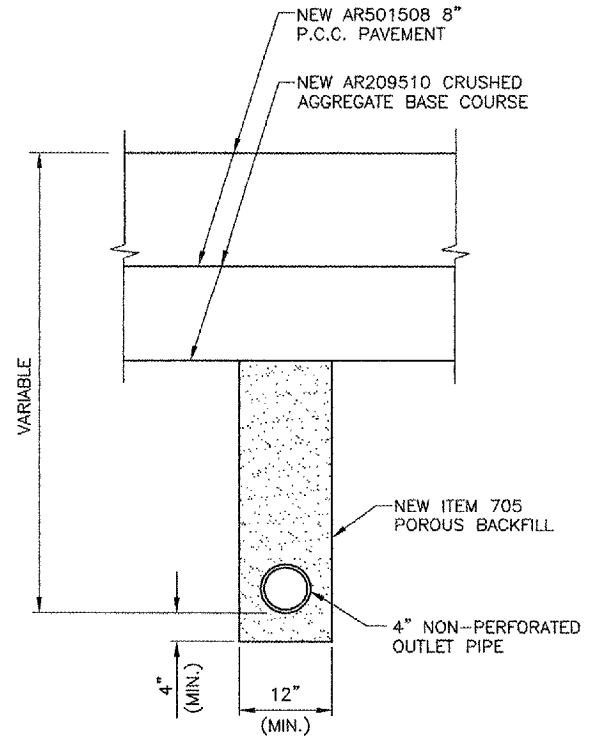


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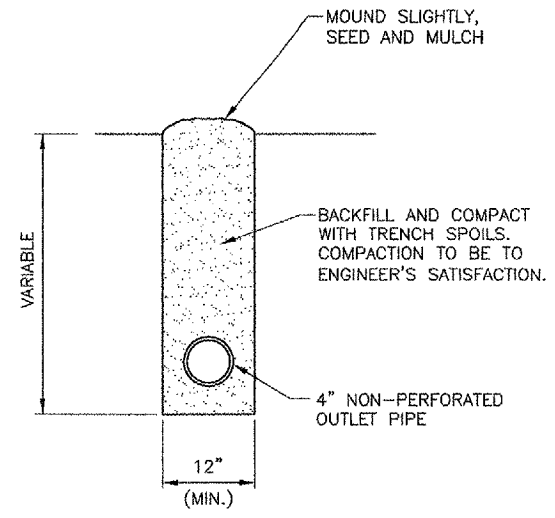
**REHABILITATE AIR CARRIER RAMP
 UNDERDRAIN PLAN**

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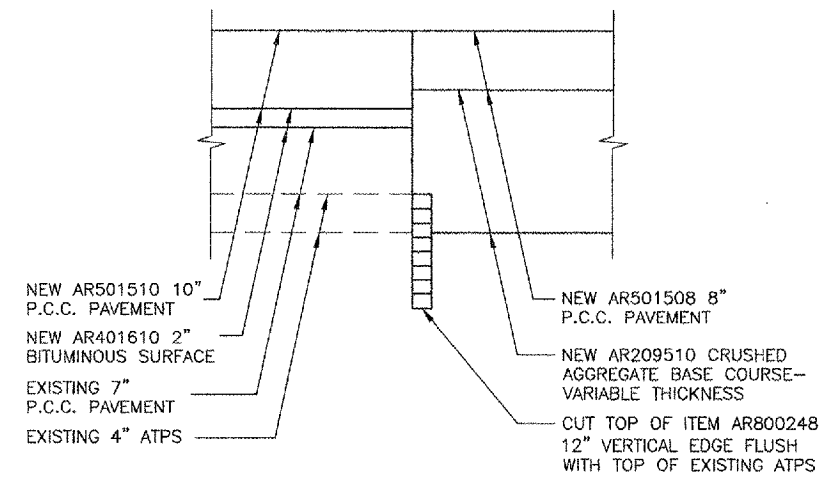
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IL PROJECT:	CM-3449
A.I.P. PROJECT:	3-17-0016-22
SHEET 38 OF 58 SHEETS	



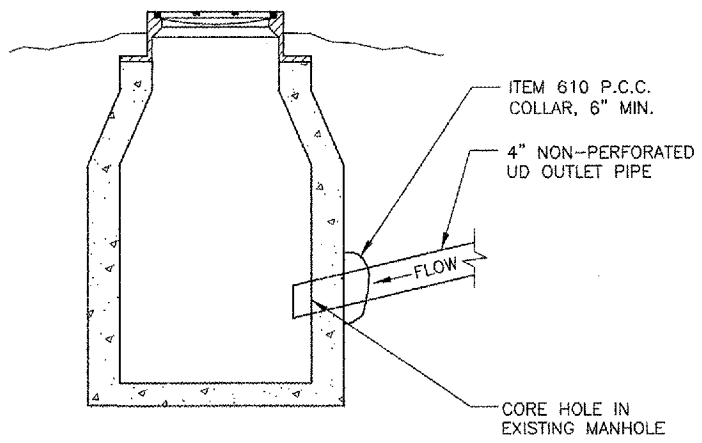
UNDERDRAIN OUTLET PIPE
 DETAIL BELOW PAVEMENT
 N.T.S.



UNDERDRAIN OUTLET PIPE DETAIL
 OUTSIDE PAVEMENT LIMITS
 N.T.S.

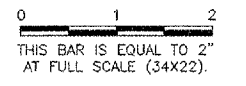


12" VERTICAL EDGE DRAIN
 INSTALLATION DETAIL
 N.T.S.

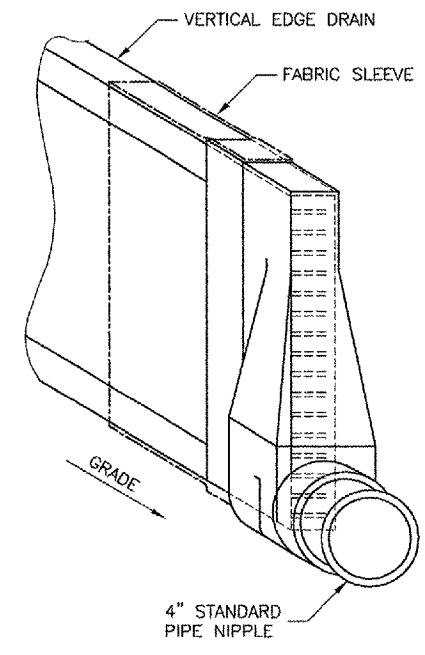


DIRECT CONNECTION DETAIL
 N.T.S.

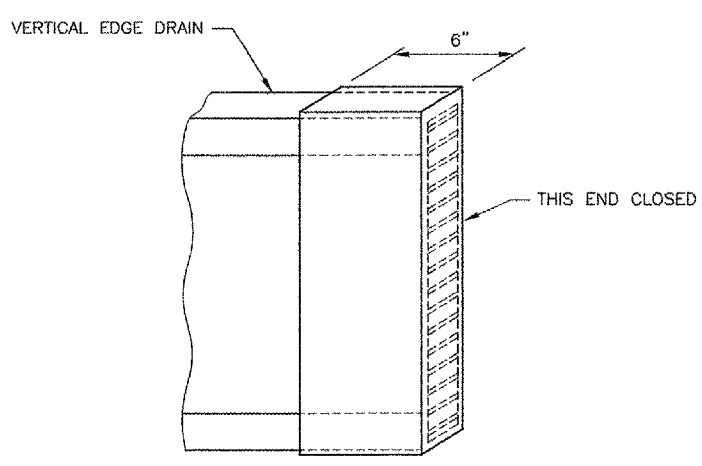
REVISIONS		
NUMBER	BY	DATE



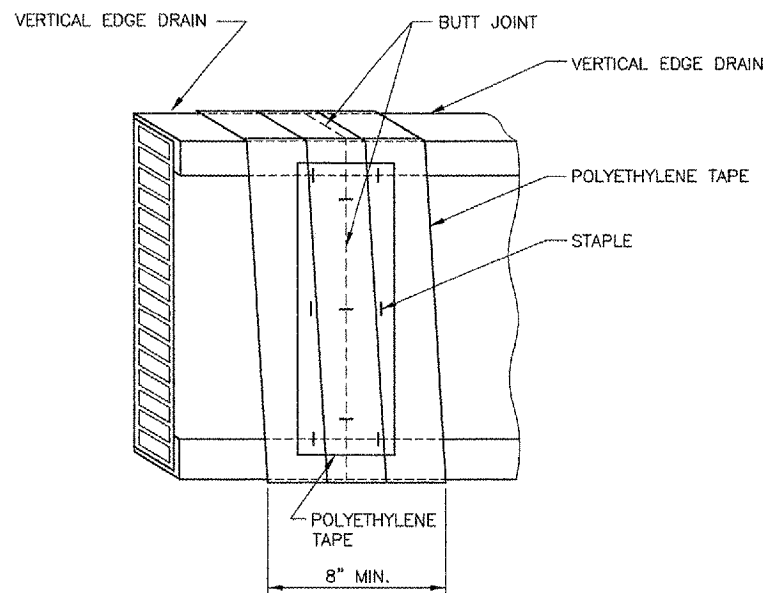
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 REHABILITATE AIR CARRIER RAMP
 VERTICAL EDGE DRAIN
 AND UNDERDRAIN DETAILS



STANDARD OUTLET FITTING



END CAP



FIELD SPLICE

VERTICAL EDGE DETAILS
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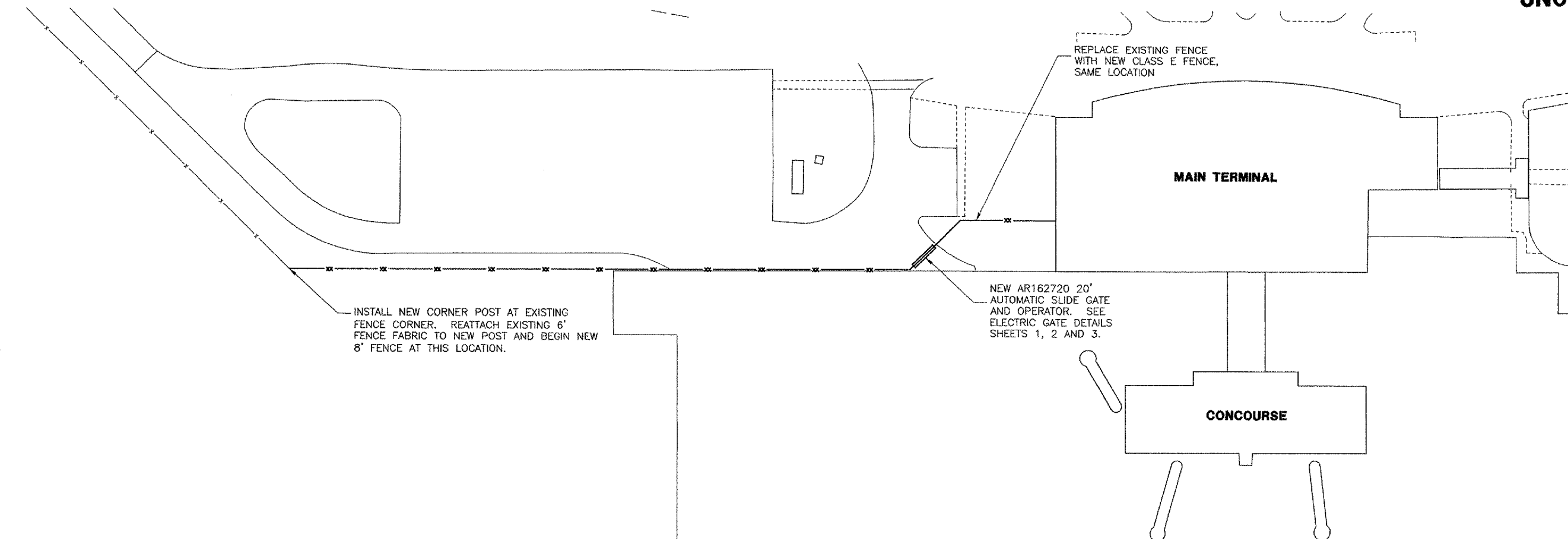
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UN043

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LAYOUT: Layout1
UPDATE BY: adraughan
SURVEY BOOK #
DATE: Thu 6/16/05 11:52pm
XREF DWG: CMIBaseEOP0EL.dwg
C:\info.dwg
to.dwg

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0 1 2
THIS BAR IS EQUAL TO 2"
AT FULL SCALE (34X22).

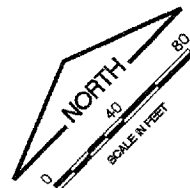


LEGEND

- x— EXISTING FENCELINE
- xx— NEW AR162408 CLASS E FENCE, VINYL-8'

NOTES

1. ALL PULL, LINE AND GATE POST TO BE NEW. EXISTING POSTS SHALL NOT BE USED FOR PERMANENT FENCE.
2. EXISTING POSTS MAY BE USED FOR TEMPORARY FENCE DURING PAVING. TEMPORARY FENCE POSTS SHALL NOT BE INSTALLED IN EXISTING PCC PAVEMENT, CONTRACTOR SHALL DEVELOP METHOD TO FIRMLY SECURE TEMPORARY POSTS TO EXISTING PAVEMENT.
3. PERMANENT POSTS IN NEW OR EXISTING PCC PAVEMENT TO BE INSTALLED IN PAVEMENT ACCORDING TO THE DETAILS ON FENCE DETAILS SHEET 1.
4. AT NO TIME SHALL THERE BE AN OPENING IN THE FENCE UNLESS A SECURITY GUARD IS PRESENT.
5. NEW FENCE AND GATE CANNOT BE PLACED UNTIL AFTER PAVING IS COMPLETED IN PHASE 4.



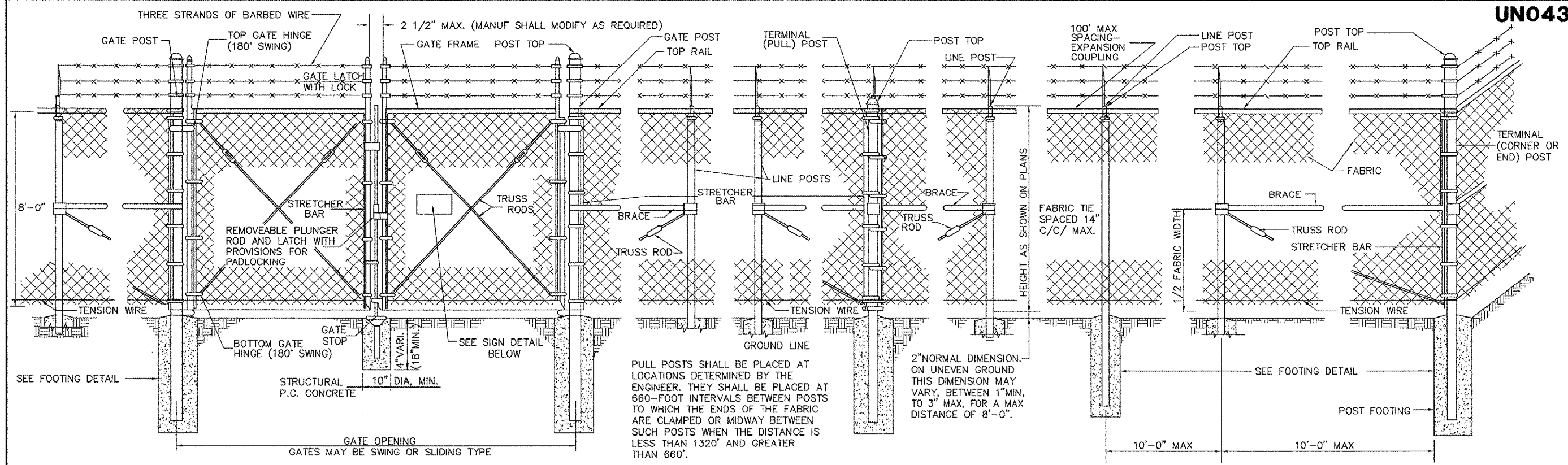
TXV. A6

TXV. A7

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REHABILITATE AIR CARRIER RAMP
FENCING PLAN

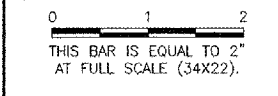
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SHEET 40 OF 58 SHEETS	



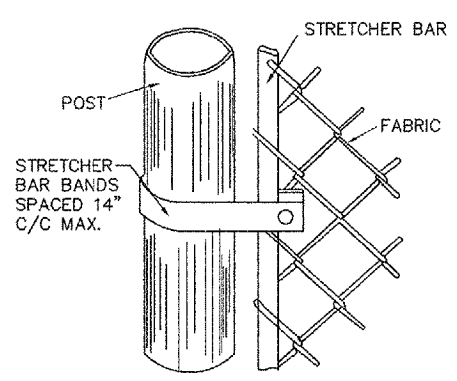
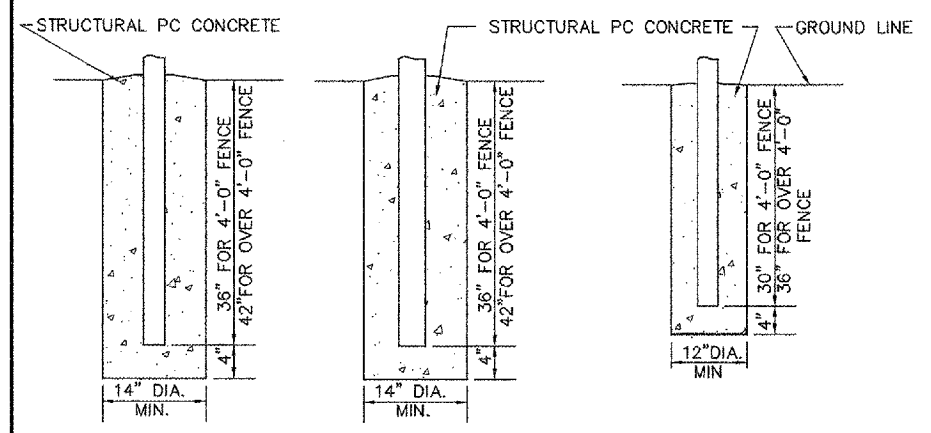
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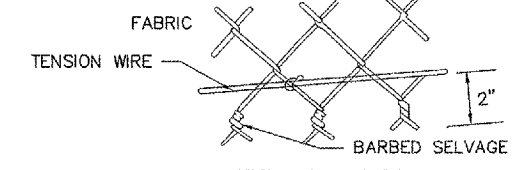
VEHICLE GATE ARRANGEMENT

(VERTICAL AND HORIZONTAL BRACING NOT SHOWN IN GATE)

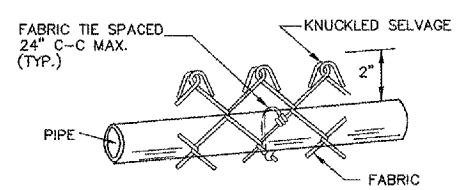


METHOD OF FASTENING STRETCHER BAR TO POST

PULL POST ARRANGEMENT

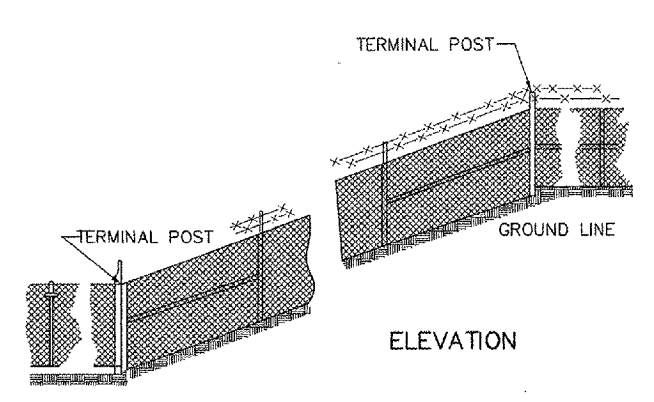


METHOD OF TYING FABRIC TO TENSION WIRE



METHOD OF TYING FABRIC TO TOP RAIL PIPE

CORNER OR END POST ARRANGEMENT

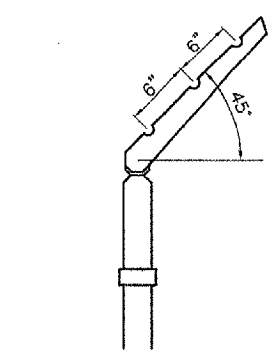


FENCE INSTALLATION ON SLOPES

FOOTING FOR TERMINAL POST

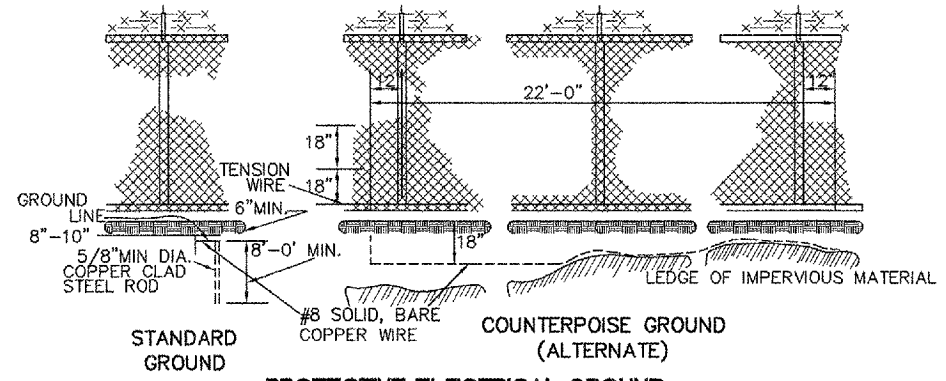
FOOTING FOR GATE POST

FOOTING FOR LINE POST



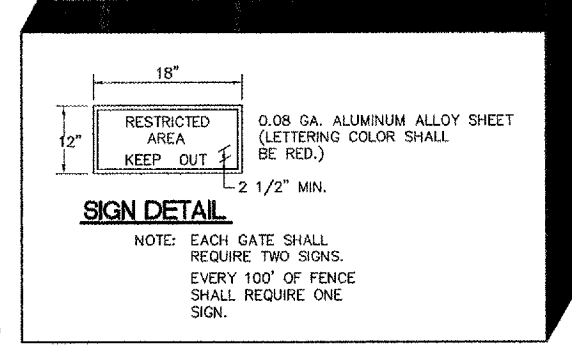
DETAIL - BARBED WIRE ARM ON LINE POST

WHERE FENCE LINE HAS A CHANGE IN DIRECTION OF 15 DEGREES OR MORE, A TERMINAL POST SHALL BE PLACED AS SHOWN ABOVE.
 WHERE ANGLE IS LESS THAN 15 DEGREES AND EXISTING CONDITIONS REQUIRE TERMINAL POST, THEY SHALL BE PLACED AS DIRECTED BY THE ENGINEER.



PROTECTIVE ELECTRICAL GROUND

NOTES:
 -CONTINUOUS FENCE SHALL BE GROUNDED AT INTERVALS NOT EXCEEDING 1000' EXCEPT THERE SHALL BE A GROUND NOT EXCEEDING 100 FT. FROM A GATE IN EACH SECTION OF THE FENCE ADJACENT TO THE GATE.
 -FENCE UNDER POWER LINE SHALL BE GROUNDED BY THREE GROUNDS, ONE DIRECTLY UNDER THE CROSSING AND ONE ON EACH SIDE 25 TO 50 FT. AWAY. A SINGLE GROUND SHALL BE LOCATED DIRECTLY UNDER EACH TELEPHONE WIRE OR CABLE CROSSING.
 -THE COUNTERPOISE SHALL BE USED ONLY WHERE IT IS IMPOSSIBLE TO DRIVE A GROUND ROD BECAUSE OF AN IMPERVIOUS EARTH STRUCTURES.
 -THE GROUND WIRE SHALL BE CONNECTED TO THE FABRIC, TENSION WIRE AND THE GROUND ROD BY A MECHANICAL CLAMP OF CAST BRONZE BODY AND BRONZE OR STAINLESS STEEL BOLTS AND WASHERS.



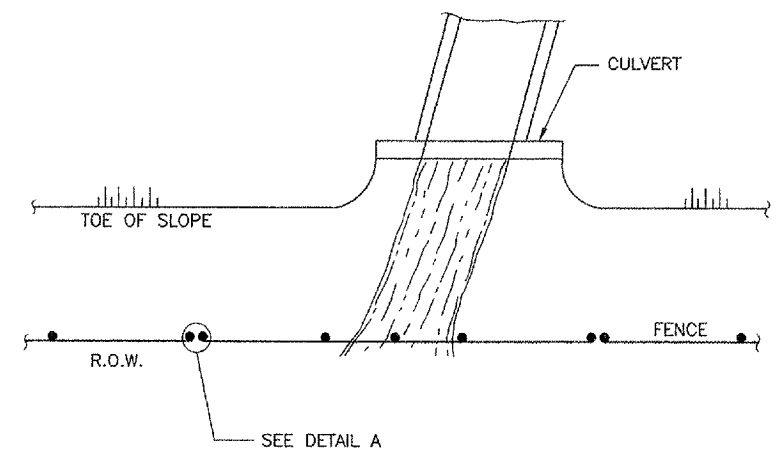
SIGN DETAIL

NOTE: EACH GATE SHALL REQUIRE TWO SIGNS. EVERY 100' OF FENCE SHALL REQUIRE ONE SIGN.

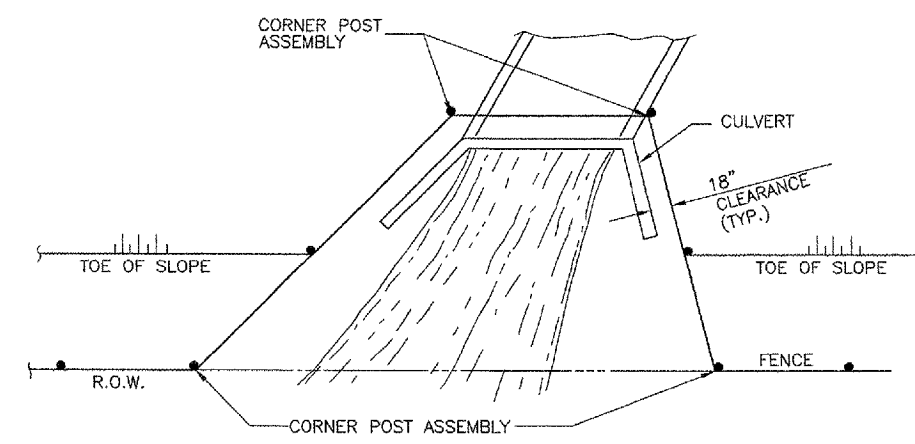
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 FENCE DETAILS SHEET 1

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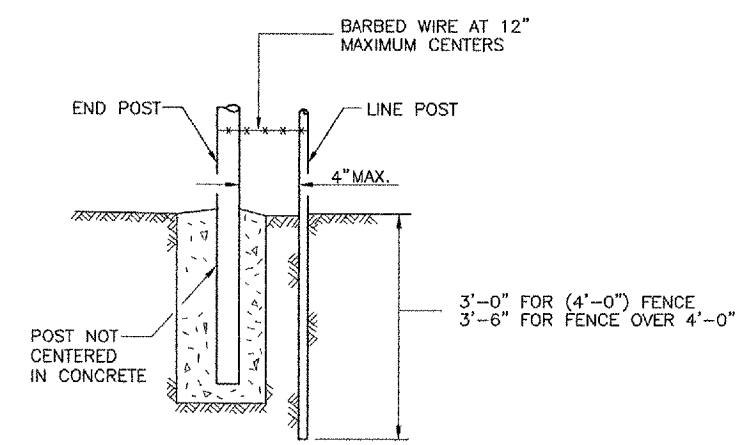
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 SHEET 41 OF 58 SHEETS



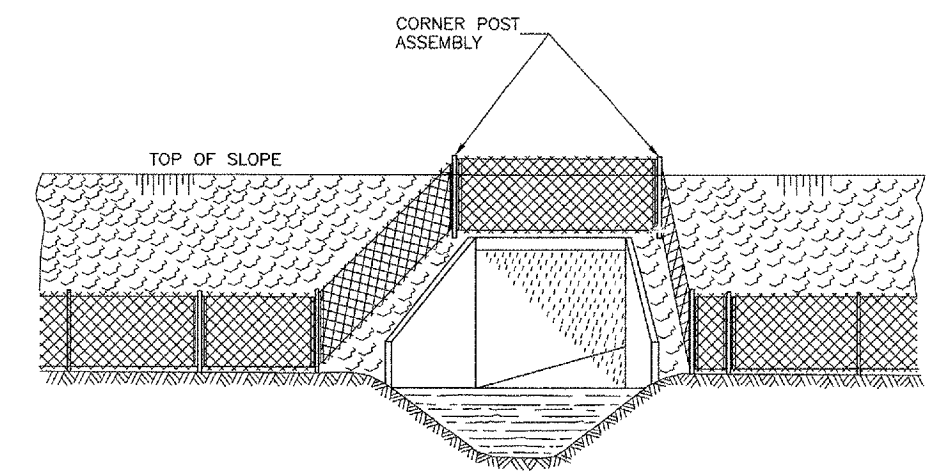
PLAN
AT STREAM CROSSING



PLAN
AT HEADWALL

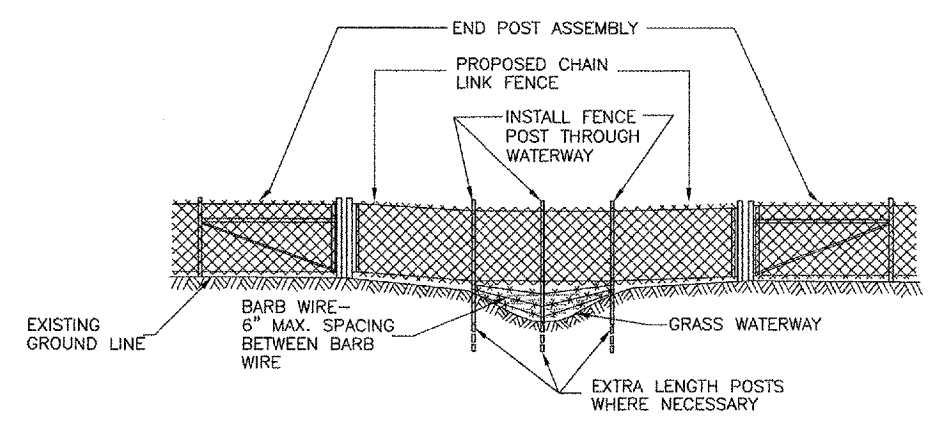


DETAIL A



NOTE
 WHEN THE WIDTH OF THE CULVERT MAKES IT NECESSARY TO ANCHOR A POST TO THE TOP OF THE CULVERT, A CAST IRON SHOE OR OTHER DEVICE APPROVED BY THE ENGINEER SHALL BE USED.

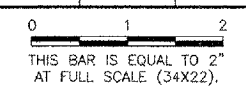
ELEVATION
INSTALLATION AROUND HEADWALL



NOTES
 USED AT LOCATIONS DESIGNATED BY RESIDENT ENGINEER
 THE CHAIN LINK FABRIC SHALL BE REPLACED BY BARBED BARBED WIRE STRANDS AT 12" MAXIMUM CENTERS BETWEEN THE DOUBLE POSTS SHOWN ON DETAIL A WHEN SHOWN ON THE PLANS.

ELEVATION
INSTALLATION OF FENCE
WITHIN STREAMS OR WATERWAYS

REVISIONS		
NUMBER	BY	DATE

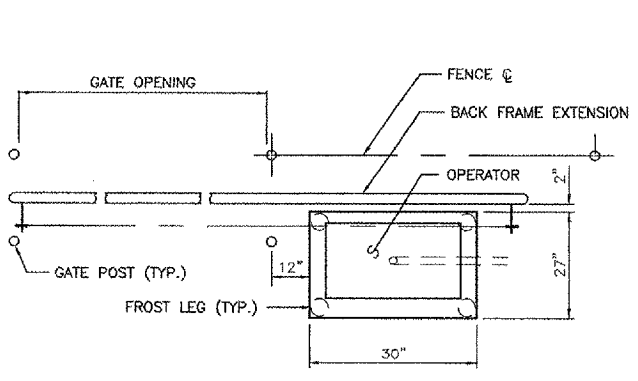


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 WILLARD AIRPORT
 REHABILITATE AIR CARRIER RAMP
 FENCE DETAILS SHEET 2

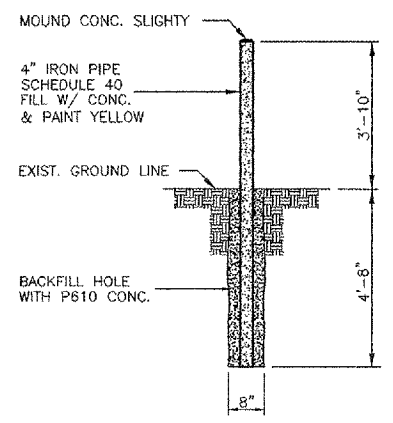
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SHEET	42 OF 58 SHEETS

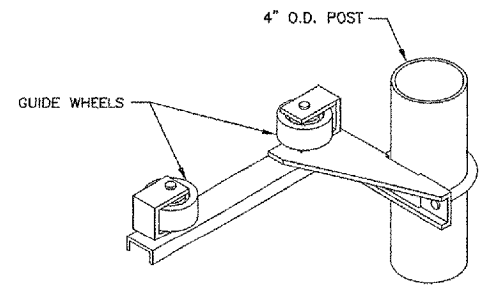
ALL DIMENSIONS ARE IN INCHES
 UNLESS OTHERWISE SHOWN.



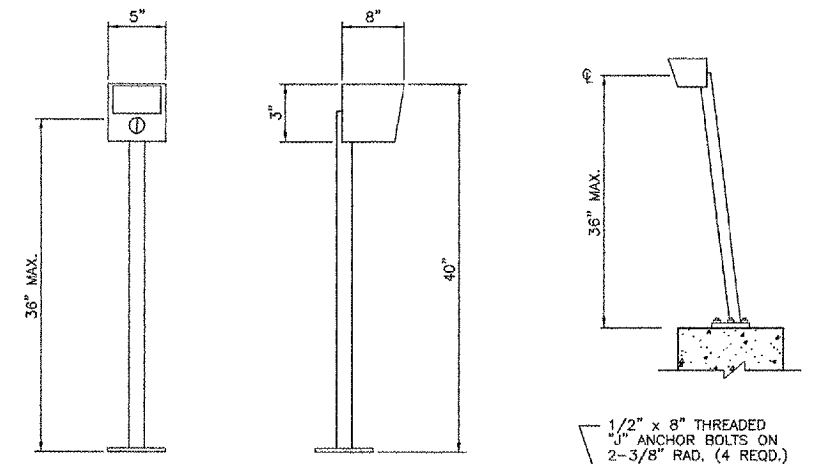
PLAN
GATE OPERATOR DETAIL
 N.T.S.



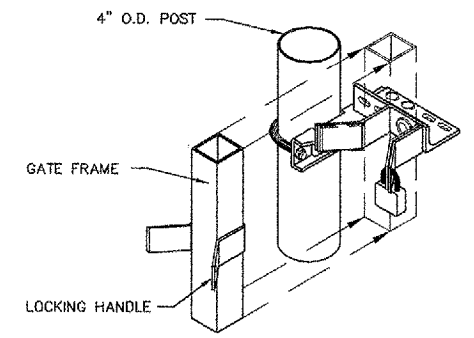
BOLLARD DETAIL
 N.T.S.



STANDARD BOTTOM GUIDE ASSEMBLY
 N.T.S.

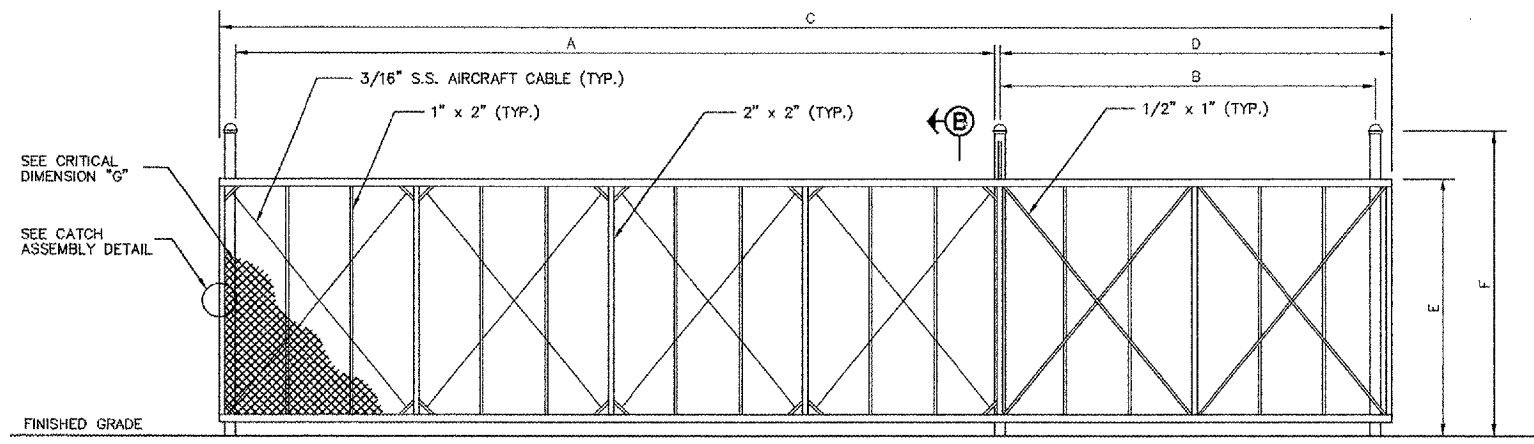


CARD READER DETAIL
 N.T.S.
 (DIMENSIONS SHALL BE ADJUSTED FOR
 ADDITIONAL EQUIPMENT REQUIRED)

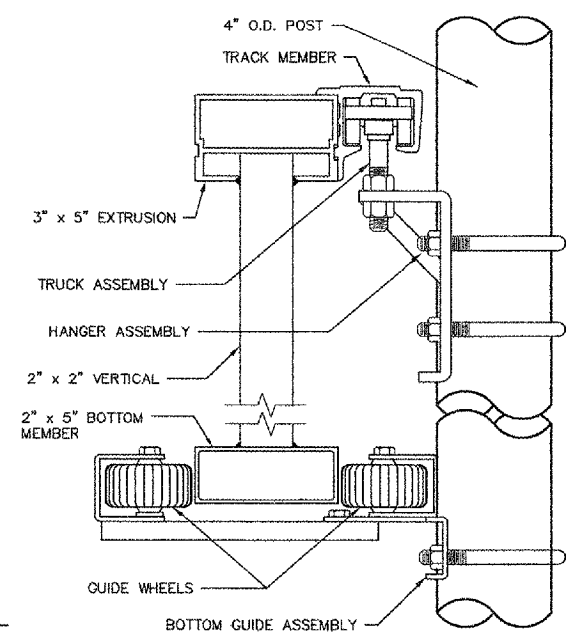


CATCH ASSEMBLY DETAIL
 (26' GATE SHOWN)

CRITICAL DIMENSIONS		
A	CLEAR OPENING	20'-0"
B	COUNTER BALANCE POST SPACING C/C	10'-3"
C	OVERALL GATE LENGTH	31'-0"
D	COUNTERBALANCE LENGTH	11'-0"
E	NOMINAL GATE HEIGHT	8'-0"
F	POST HEIGHT	9'-3"
G	FABRIC HEIGHT	7'-0"



ELEVATION
CANTILEVER SLIDE GATE
 (26' GATE SHOWN)



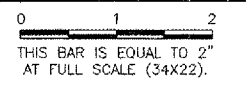
SECTION B-B
 (TYP. ALL GATES)

LOCATIONS, DETAILS AND CHARACTER OF EQUIPMENT SHOWN ON THIS SHEET ARE GENERIC. EQUIPMENT LOCATIONS SHALL BE AS RECOMMENDED BY THE EQUIPMENT MANUFACTURER.

NOTES

1. CANTILEVERED GATE SHALL BE SUFFICIENTLY RIGID TO WITHSTAND FLEXING OR BENDING DURING WINDY CONDITIONS. CONTRACTOR SHALL PROVIDE STIFFENERS, STRUCTURAL SHAPES IN EXCESS OF THE MINIMUM SPECIFIED DIMENSIONS OR ADDITIONAL ROLLERS AND POSTS SUFFICIENT TO PREVENT DISPLACEMENT OF THE GATE BY WIND OR BY UNAUTHORIZED PERSONNEL.
2. CONTRACTOR SHALL PROVIDE AND INSTALL GATE AS A COMPLETE WORKING UNIT. THE GATE WORK SHALL INCLUDE, BUT NOT BE LIMITED TO: GATE, OPERATOR, CARD READER AND POWER CABLES, CONDUIT, TRENCHING, CIRCUIT BREAKERS, AND ALL CONNECTIONS, LABOR AND MATERIALS NECESSARY TO COMPLETE OPERATION.
3. LOCATION OF THE GATE OPERATOR SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
4. PIPE BOLLARDS SHALL BE INSTALLED AT LOCATIONS SHOWN IN PLAN VIEW.
5. THE FABRIC TYPE & FINISH OF THE GATE, MATCH WITH THE PROPOSED FENCE OR AS DIRECTED BY THE ENGINEER.
6. ALL SLIDING GATES SHALL HAVE ALL ROLLERS ENCLOSED IN STEEL OR PLASTIC SHROUDS TO PREVENT ACCIDENTAL INJURY.
7. BARBED WIRE ON TOP OF GATE NOT SHOWN.

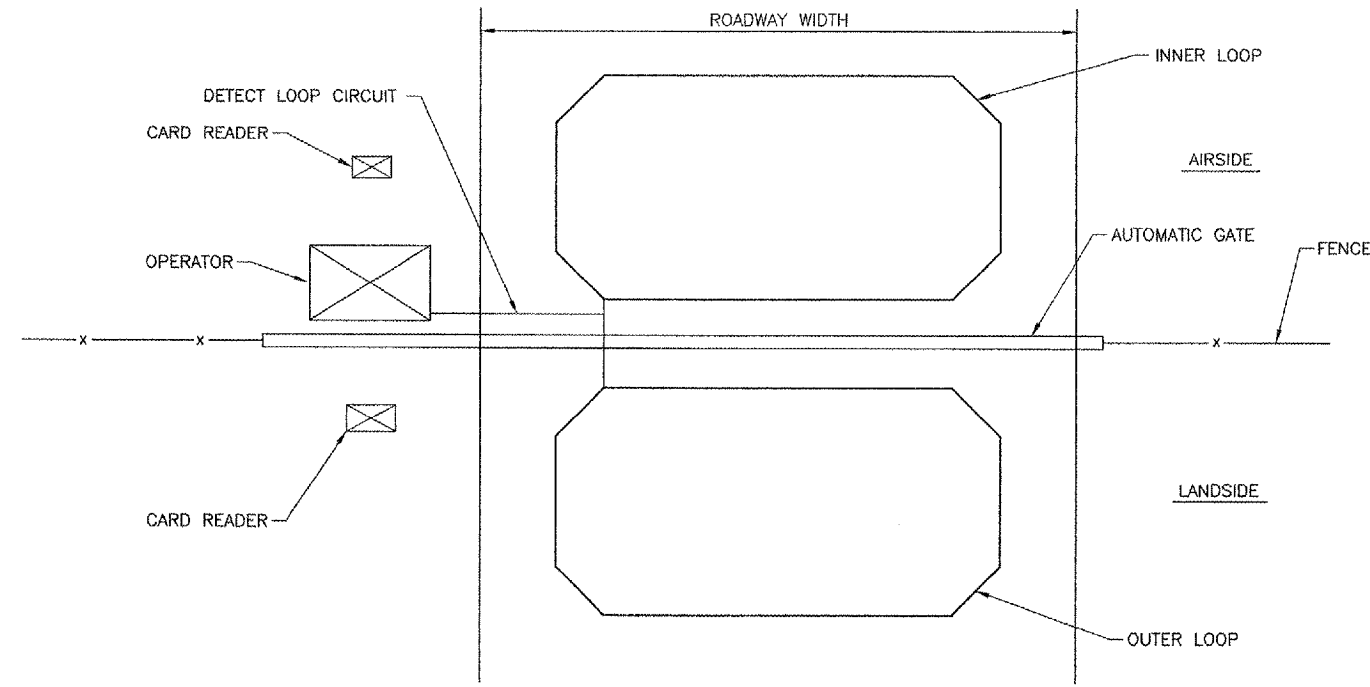
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REHABILITATE AIR CARRIER RAMP
ELECTRICAL GATE DETAILS SHEET 1

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 SHEET 43 OF 58 SHEETS



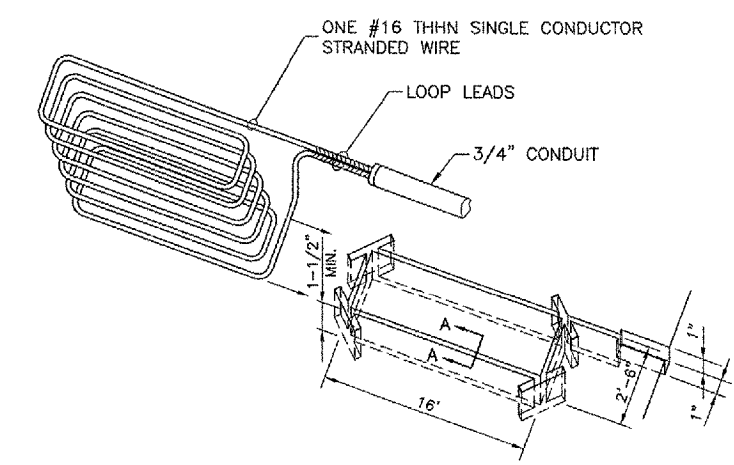
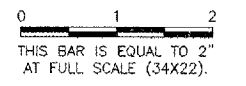
GATE OPERATION
N.T.S.

SUMMARY OF OPERATION

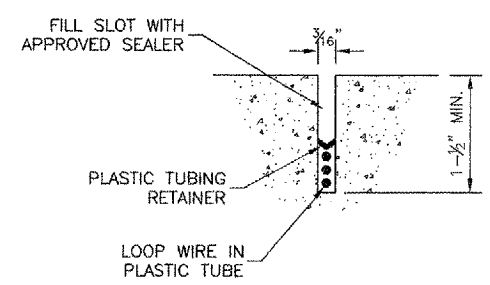
- 1.) THE GATES SHALL HAVE AN AUTOMATIC GATE OPERATOR WITH TWO CARD READERS AND REMOTE CONTROL. ONCE THE GATE IS OPENED IT WILL REMAIN OPEN FOR THE TIME SPECIFIED BY THE OWNER AFTER THE LOOP PICKUPS DETERMINE THAT THERE ARE NO VEHICLES OVER THE PICKUP LOOPS.
- 2.) ACTUATING THE GATE OPENERS VIA THE CARD READER REQUIRES THE VEHICLE TO APPROACH THE GATE ENTRANCE AND STOP. THE DRIVER ACTIVATES THE GATE OPENER BY SWEEPING HIS CARD. THE ACCESS CONTROL DEVICE TRANSMITS AN IMPULSE TO ACTIVATE THE GATE OPENER TO OPEN THE GATE. AFTER THE GATE IS FULLY OPENED AND STOPPED, THE VEHICLE PROCEEDS THROUGH THE OPENING, PASSING OVER THE LOOPS. WHILE THE VEHICLE IS IN THE LOOP SENSING RANGE, AN IMPULSE IS TRANSMITTED TO THE GATE OPERATOR TO HOLD THE GATE IN THE OPEN POSITION. WHEN THE LOOP HAS BEEN CLEARED, THE AUTOMATIC TIMER IS ACTIVATED AND, WHEN THE USER-DETERMINED TIME HAS ELAPSED, IT WILL ACTIVATE THE GATE OPENER TO CLOSE THE GATE. EXITING THE AREA IS ACCOMPLISHED IN THE SAME MANNER.

REVISIONS

NUMBER	BY	DATE



PERSPECTIVE VIEW OF DETECTOR LOOP SAW SLOT
N.T.S.



SECTION A-A
N.T.S.

DETECTOR LOOP DETAILS

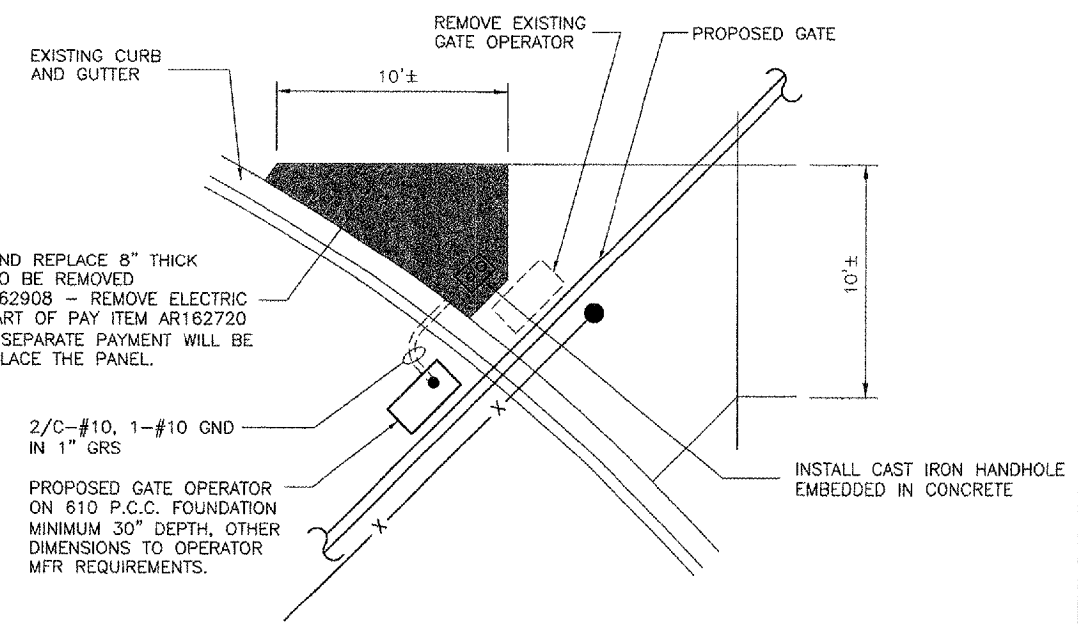
CAUTION:

- DO NOT SPLICE WIRE.
- DO NOT FRACTURE WIRE INSULATION. LOOPS SHORTED TO GROUND WILL CAUSE DETECTOR MALFUNCTION. WHEN PLACING WIRE IN THE SLOT, DO NOT USE SCREWDRIVER OR OTHER SHARP TOOLS.
- TYPICAL LAYOUT FOR LOOP:
 - SAW SLOT 3/16" WIDE x 1-1/2" DEEP. MAKE RECTANGULAR SHAPE TO SPECIFIED LOOP DIMENSIONS PLUS SLOT FOR LEAD CONDUIT.
 - GROUT WITH NO. 202 WEATHERBAN SEALANT (A PRODUCT OF 3M CO.) OR APPROVED EQUIVALENT ... (EXAMPLE: DE WITTS NO. 99 BLACK MASTIC CAULK).

NOTES:

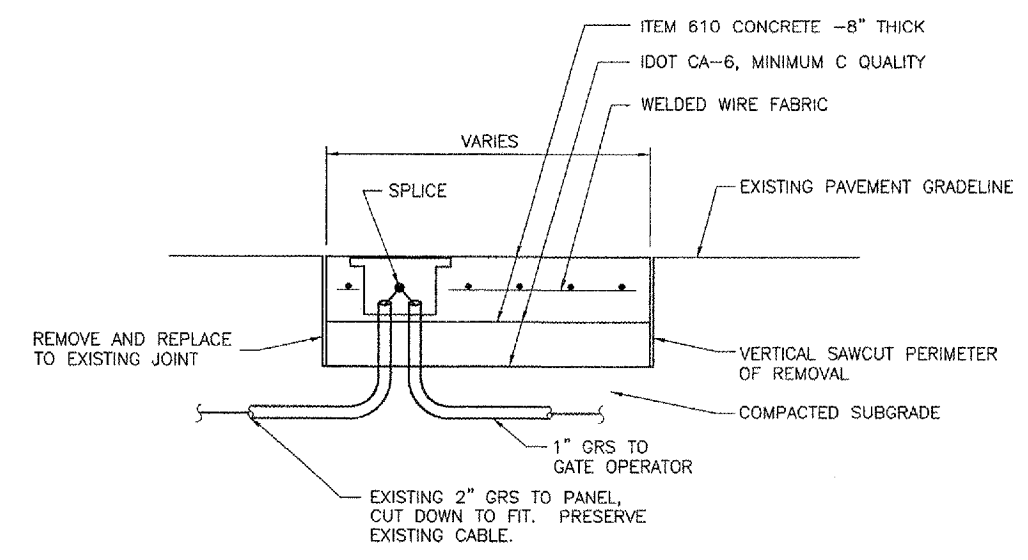
- 1.) LOOP LEADS ARE LIMITED TO 100 FEET.
- 2.) LOOP LEADS MUST HAVE FOUR (4) TWISTS PER FOOT.
- 3.) LOOP AND LOOP LEADS MUST BE LOCATED, AT LEAST, 18" FROM ANY ELECTRICAL POWER SERVICE OR RUN, OR STEEL REINFORCEMENT.
- 4.) LOOP LEADS MUST BE IN SEPARATE CONDUIT BETWEEN LOOP AND DETECTOR. THEY MUST NOT SHARE CONDUIT WITH OTHER WIRING OR LEADS FROM OTHER LOOPS.
- 5.) WIRE SHALL BE #16 THHN SINGLE CONDUCTOR STRANDED WIRE.
- 6.) ALL WIRE SHALL BE CONTINUOUS WITHOUT SPLICING.

NOTE:
 LOCATIONS, DETAILS AND CHARACTER OF EQUIPMENT SHOWN ON THIS SHEET ARE GENERIC. EQUIPMENT LOCATION SHALL BE AS RECOMMENDED BY THE EQUIPMENT MANUFACTURER.



ITEM 610 P.C.C. REMOVE AND REPLACE 8" THICK CONCRETE PANEL. PANEL TO BE REMOVED AS PART OF PAY ITEM AR162908 - REMOVE ELECTRIC GATE AND REPLACED AS PART OF PAY ITEM AR162720 ELECTRIC GATE - 20'. NO SEPARATE PAYMENT WILL BE MADE TO REMOVE AND REPLACE THE PANEL.

P.C.C. PAVEMENT REMOVAL AND REPLACEMENT (PLAN VIEW)
N.T.S.



P.C.C. PAVEMENT REMOVAL AND REPLACEMENT
N.T.S.

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DATE: 06/18/2005

JOB No: 03059-03-00

IL PROJECT: CMI-3449
 A.I.P. PROJECT: 3-17-0016-22

SHEET 44 OF 58 SHEETS

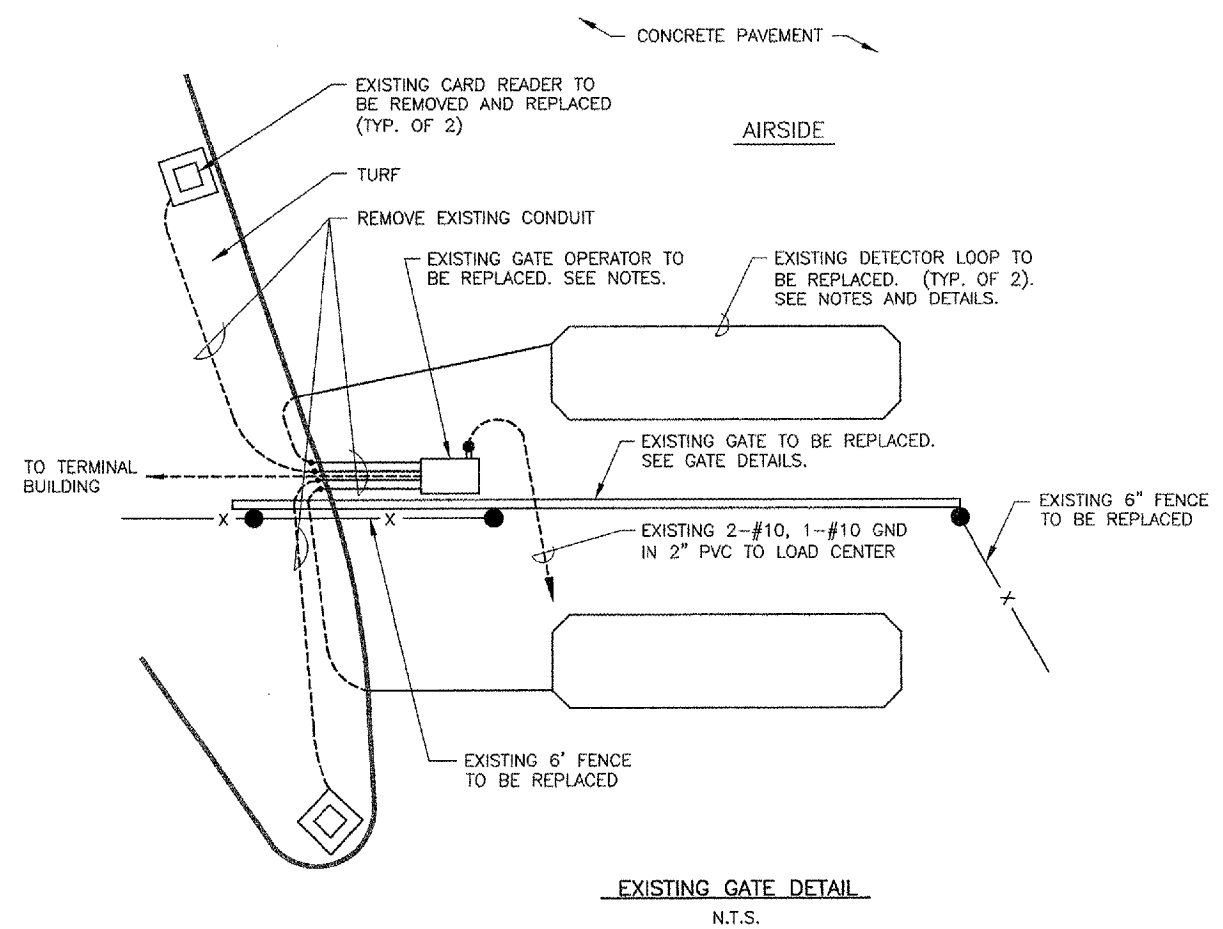
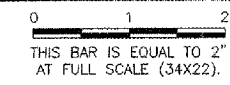
UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT
 REHABILITATE AIR CARRIER RAMP
 ELECTRICAL GATE DETAILS SHEET 2

NOTES FOR GATE

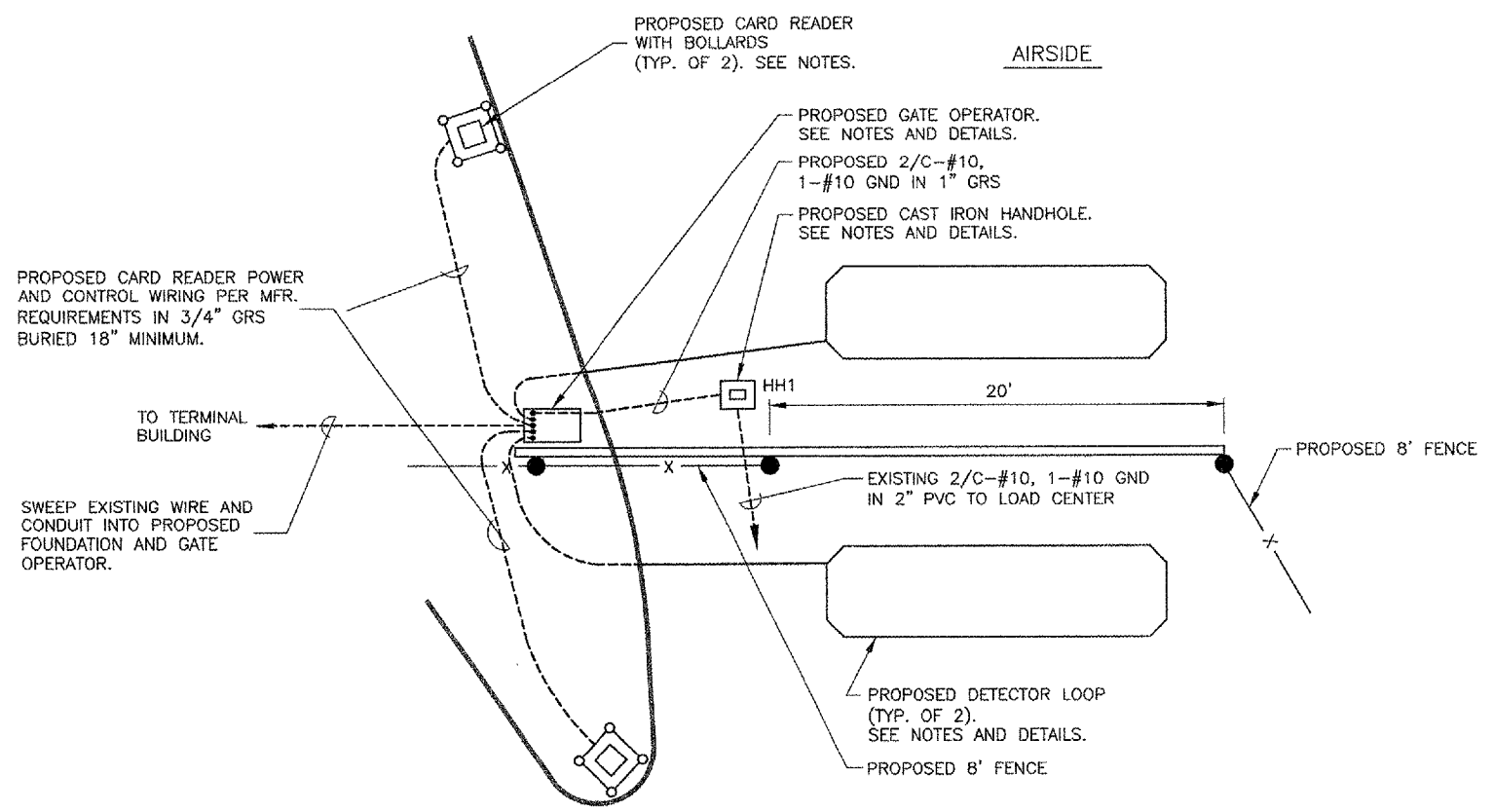
- 1.) DISCONNECT AND REMOVE EXISTING GATE OPERATOR. REPLACE WITH NEW GATE OPERATOR, SENTEX SL-580, 3/4 HP, 208V, 1 PHASE, OR EQUIVALENT. GATE OPERATOR SHALL INCLUDE ALL ACCESSORIES AS REQUIRED TO INTERFACE WITH REMOTE CONTROL EQUIPMENT LISTED HEREIN.
- 2.) EXISTING GATE OPERATOR IS POWERED FROM AN EXISTING 20A-2P CIRCUIT BREAKER IN A NEARBY LOAD CENTER. PROPOSED GATE OPERATOR SHALL ALSO BE POWERED FROM THIS CIRCUIT BREAKER. EXISTING POWER WIRING SHALL REMAIN IN SERVICE AND BE RECONNECTED TO PROPOSED GATE OPERATOR WITH A SPLICE IN HH1.
- 3.) GATE OPERATOR SHALL INCLUDE 30 PROGRAMMABLE RADIO TRANSMITTERS, FURNISHED WITH GATE OPERATOR. TRANSMITTERS SHALL BE HAND HELD AND INCLUDE CLIP FOR ATTACHMENT TO VEHICLE SUN VISOR. TRANSMITTERS SHALL BE LINEAR MODEL #105015 OR EQUIVALENT.
- 4.) GATE OPERATOR SHALL INCLUDE INTERNAL TWO-CHANNEL RECEIVER, ONE CHANNEL FOR SAFETY EDGE TRANSMITTER, THE OTHER FOR RADIO TRANSMITTERS. RECEIVER SHALL BE LINEAR MODEL 203102 OR EQUIVALENT.
- 5.) GATE OPERATOR SHALL INCLUDE WEATHERPROOF REMOTE CARD READERS, FURNISHED WITH GATE OPERATOR. CARD READERS SHALL BE LOCATED IN SIMILAR MANNER AS EXISTING CARD READERS. CARD READERS SHALL BE POWERED BY GATE OPERATOR. CARD READERS SHALL BE PROGRAMMABLE. CONTRACTOR SHALL INSTALL 3/4" GRS CONDUIT WITH ONE 2/C #16 CABLE (POWER) AND ONE 2/C #16 CABLE (CONTROL) FROM KEYPAD TO GATE OPERATOR. CARD READERS SHALL BE HID PROXPRO 5355 OR EQUIVALENT.
- 6.) GATE OPERATOR SHALL INCLUDE TWO IN-PAVEMENT LOOP DETECTORS. ONE IN-PAVEMENT LOOP SHALL BE INSTALLED "OUTSIDE" GATE AND SHALL BE USED AS "SAFETY" LOOP WHEN ENTERING AND EXITING. THE OTHER IN-PAVEMENT LOOP SHALL BE INSTALLED "INSIDE" GATE AND SHALL BE USED AS AN "OPEN" LOOP WHEN EXITING. WIRING SHALL BE AS DETAILED. EXISTING LOOP KERF SHALL BE CLEANED OUT, WASHED AND DRIED WITH COMPRESSED AIR, TO THE SATISFACTION OF THE ENGINEER. ALL EXISTING AND NEW SAW KERF SHALL BE SEALED WITH LOOP SEALANT PER DETECTOR LOOP DETAILS ON SHEET 2.
- 7.) GATE OPERATOR SHALL OPERATE ON REMOTE CONTROLLED "OPEN" (FROM RADIO TRANSMITTERS, OR BY CARD READER STATION) AND AUTOMATIC ADJUSTABLE 0-90 SECOND INTERNAL TIMER CONTROLLED "CLOSE" ("SAFETY" LOOP SHALL INSTIGATE TIMING CYCLE).
- 8.) HANDHOLE SHALL BE CAST IRON, HOT DIPPED GALVANIZED, WITH STEEL COVER SUITABLE FOR VEHICLE TRAFFIC H2O LOADING. 12"Lx12"Wx8"D. APPLETON WYT-121208-CSV OR EQUIVALENT. ENGRAVE COVER WITH "ELECTRIC" LOGO. HANDHOLE SHALL BE INSTALLED AS PART OF ITEM AR162720 - ELECTRIC GATE-20'. NO SEPARATE PAYMENT WILL BE MADE FOR HANDHOLE.

REVISIONS

NUMBER	BY	DATE



EXISTING GATE DETAIL
N.T.S.



NEW GATE DETAIL
N.T.S.

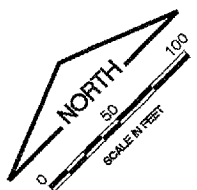
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WILLARD AIRPORT
REHABILITATE AIR CARRIER RAMP
ELECTRICAL GATE DETAILS SHEET 3

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IL PROJECT:	CM-3449
A.I.P. PROJECT:	3-17-0016-22
SHEET	45 OF 58 SHEETS

UN043

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UPDATE BY: adroughan
SURVEY BOOK #
DATE: Thu 6/16/05 2:41pm
XREF DWG: CMIBaseEPODEL.dwg
C:\info.dwg
tb.dwg
baselines.dwg



MAIN TERMINAL

CONCOURSE

REMOVE 127 S.F.

REMOVE 42 S.F.

REMOVE 80 S.F.

REMOVE 81 S.F.

REMOVE 263 S.F.

REMOVE 667 S.F.

REMOVE 151 S.F.

REMOVE 405 S.F.

REMOVE 202 S.F.




REMOVE 100 S.F.

REMOVE 418 S.F.

TXV. A6

TXV. A7

LEGEND

-  TEMPORARY MARKING FOR PHASE 1
-  EXISTING PAVEMENT MARKING
-  EXISTING PAVEMENT MARKING TO BE REMOVED

NOTES

1. REMOVE EXISTING MARKING PRIOR TO PLACING TEMPORARY MARKING FOR PHASE 1.
2. EXISTING MARKING WITHIN LIMITS OF PHASE 1 NEED NOT BE REMOVED.

REVISIONS

NUMBER	BY	DATE


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THIS BAR IS EQUAL TO 2'
AT FULL SCALE (34X22).

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WILLARD AIRPORT

REHABILITATE AIR CARRIER RAMP
EXISTING MARKING REMOVAL PLAN

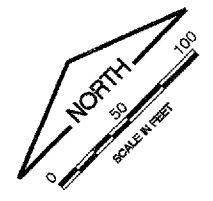
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IL PROJECT:	CMI-3449
A.I.P. PROJECT:	3-17-0016-22
SHEET	46 OF 58 SHEETS

UN043

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UPDATE BY: odraughan
SURVEY BOOK #
DATE: Thu 6/16/05 2:41pm
XREF DWG: CMIBaseEPOEL.dwg
Cintinfo.dwg
tb.dwg
baselines.dwg



MAIN TERMINAL

CONCOURSE

REMOVE 304 S.F.

REMOVE 375 S.F.

REMOVE 933 S.F.

REMOVE 406 S.F.

REMOVE 362 S.F.

BL A STA. 20+50
BL B STA. 94+50

BL "A"

BL "B"

CONTRACTOR CONSTRUCTED HAUL ROAD

TXY. A6

TXY. A7

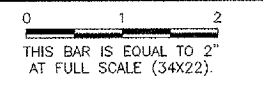
LEGEND

////// TEMPORARY MARKING FROM PHASE 5 TO BE REMOVED

NOTES

- 1. ALL MARKING REMAINING AFTER PHASE 5 SHALL BE REMOVED PRIOR TO PLACING THE PERMANENT PAVEMENT MARKING.
2. SEE MARKING PLAN FOR PERMANENT MARKING LOCATIONS AND DETAILS.

Table with 3 columns: REVISIONS, NUMBER, BY, DATE. It is currently empty.



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REHABILITATE AIR CARRIER RAMP
TEMPORARY MARKING REMOVAL PLAN

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 Cntinfo.dwg
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 baselines.dwg
 tb.dwg

REVISIONS

NUMBER	BY	DATE



THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

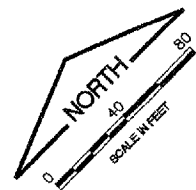
UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT

REHABILITATE AIR CARRIER RAMP
 MARKING PLAN

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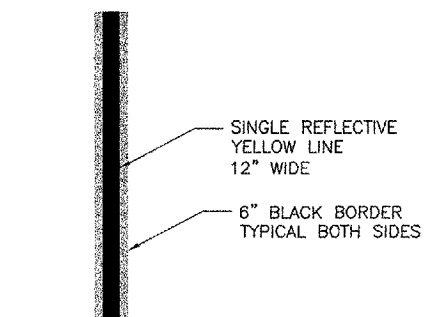


MAIN TERMINAL

CONCOURSE

BASELINE "B"

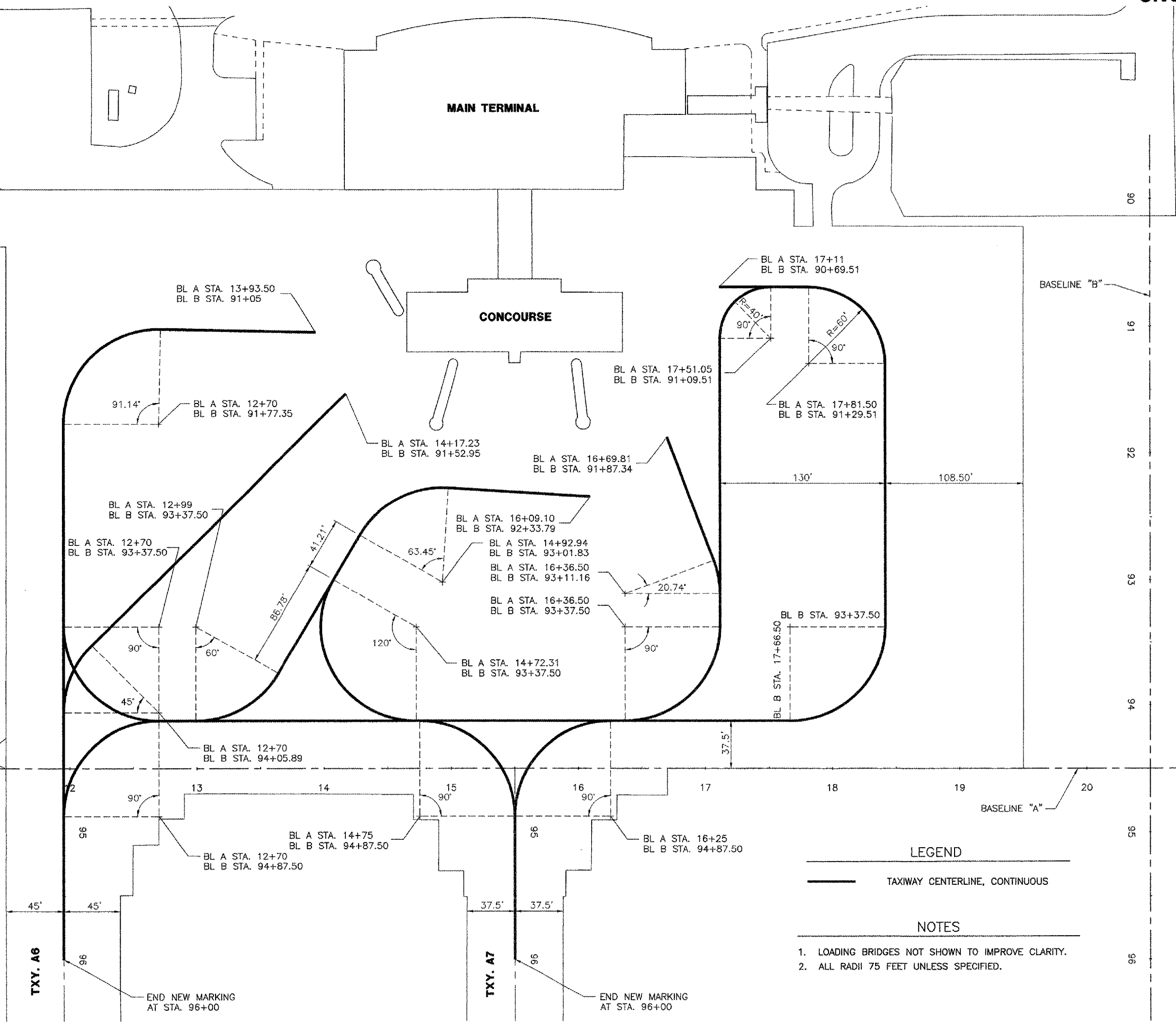
BASELINE "A"



TAXIWAY CENTERLINE MARKING
 (CONTINUOUS)
 N.T.S.

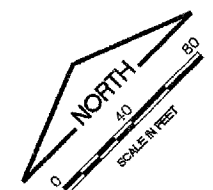
LEGEND
 TAXIWAY CENTERLINE, CONTINUOUS

NOTES
 1. LOADING BRIDGES NOT SHOWN TO IMPROVE CLARITY.
 2. ALL RADII 75 FEET UNLESS SPECIFIED.



UN043

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UPDATE BY: adraughan
SURVEY BOOK #
DATE: Fri 6/17/05 12:18am
XREF DWG: CMIBaseEPOEL.dwg
baselines.dwg
Cintinfo.dwg
tb.dwg



MAIN TERMINAL

CONCOURSE

BASELINE "A"
STA. 16+72.50,
327.50 LT

BASELINE "A"
STA. 17+77.50,
327.50 LT

118.75'
SEE NOTE 1 (TYP.)

50'
(TYP.)

50'
(TYP.)

118.75'
SEE NOTE 1 (TYP.)

90

91

92

93

94

11

12

13

14

15

16

17

18

19

20

BASELINE "A"

BASELINE "B"

TXY. A6

TXY. A7

LEGEND

● NEW AR510515 GROUND ROD

NOTES

- 1. GROUND RODS SHALL NOT BE PLACED WITHIN 2' OF A JOINT IN THE P.C.C. PAVEMENT. ADJUST LOCATIONS AS NECESSARY

REVISIONS

NUMBER	BY	DATE

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THIS BAR IS EQUAL TO 2"
AT FULL SCALE (34X22).

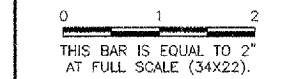
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WILLARD AIRPORT
REHABILITATE AIR CARRIER RAMP
GROUND ROD PLAN

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SHEET 49 OF 58 SHEETS

REVISIONS

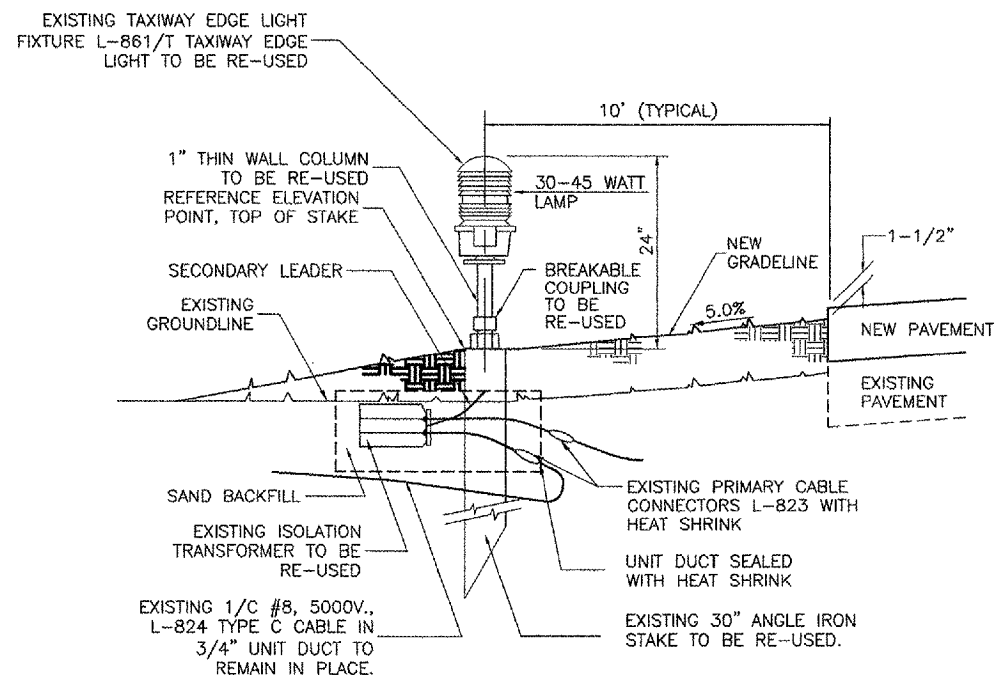
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UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
REHABILITATE AIR CARRIER RAMP
ELECTRICAL ADJUSTMENTS AND DETAILS

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A.I.P. PROJECT:	3-17-0016-22
SHEET	50 OF 58 SHEETS

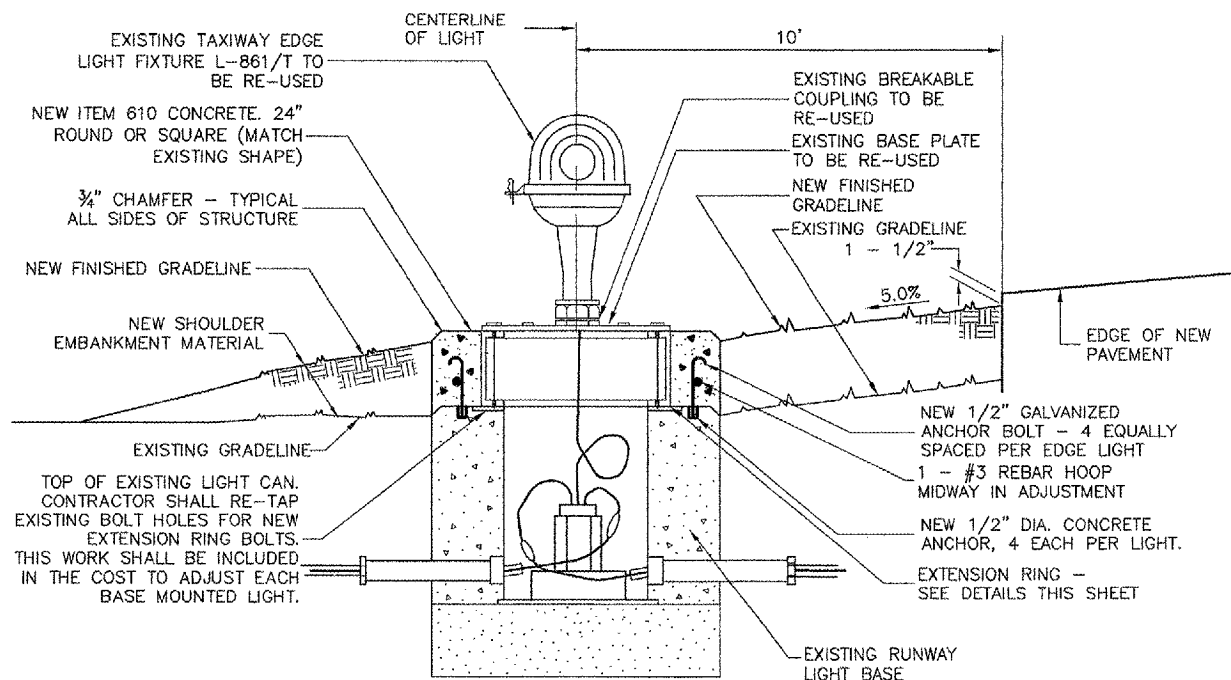


METHOD OF CONSTRUCTION

- 1.) ADJUST SHOULDERS TO GRADE.
- 2.) EXCAVATE STAKE MOUNTED LIGHT AND TRANSFORMER AND SET AT NEW ELEVATION.
- 3.) BACKFILL EXCAVATED MATERIAL.

TAXIWAY STAKE MOUNTED LIGHT ADJUSTMENT

N.T.S.

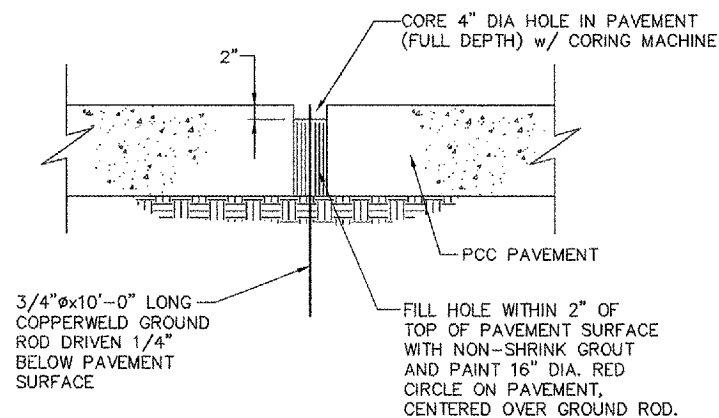


METHOD OF CONSTRUCTION

- 1.) ADJUST SHOULDERS TO GRADE.
- 2.) EXCAVATE BASE MOUNTED LIGHT AND INSTALL NEW EXTENSION RING AND CONCRETE TO PROPER GRADE.
- 3.) BACKFILL EXCAVATED MATERIAL.

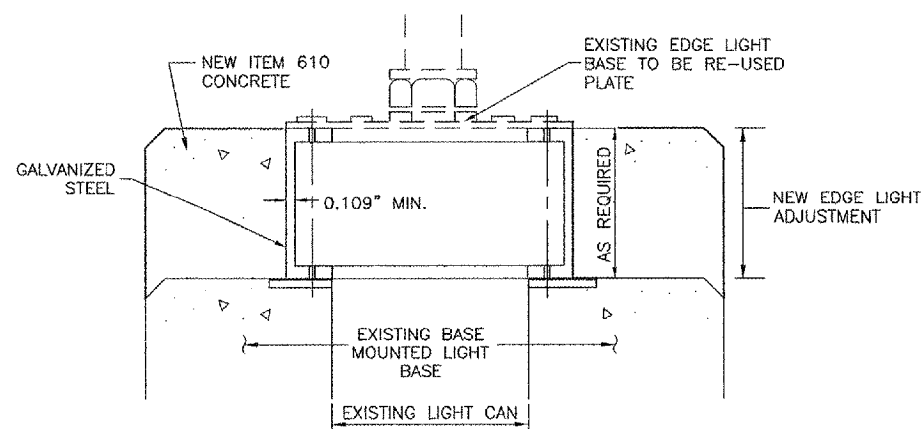
TAXIWAY BASE MOUNTED LIGHT ADJUSTMENT

N.T.S.



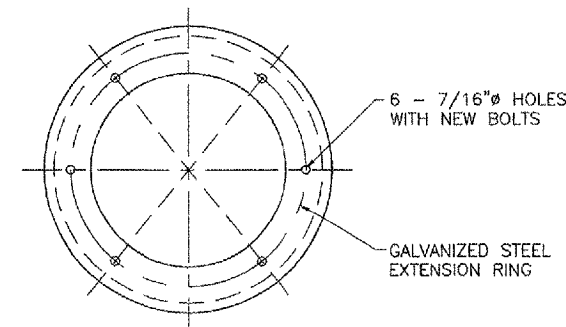
GROUND ROD DETAIL

N.T.S.



EXTENSION RING DETAIL

N.T.S.

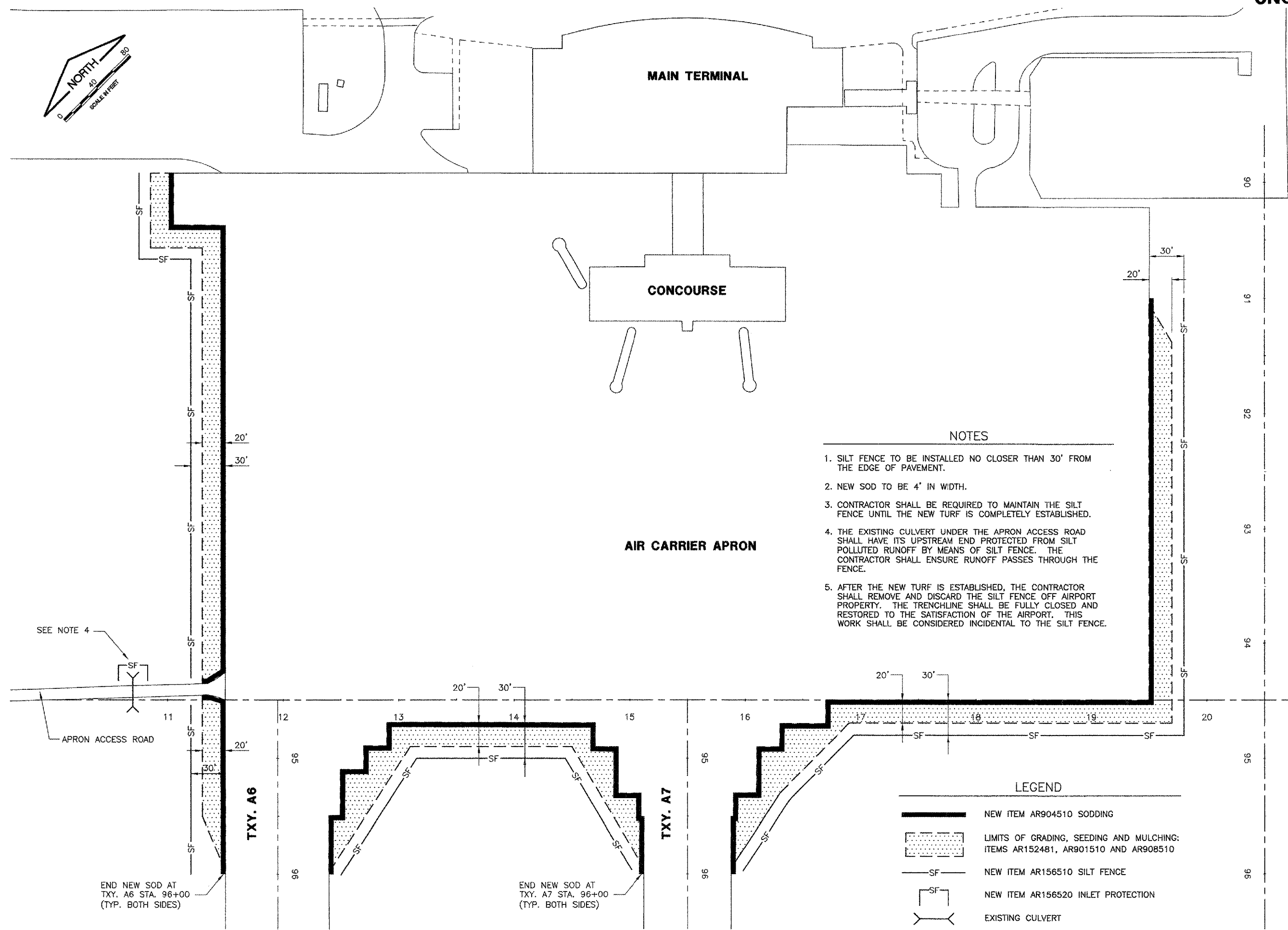
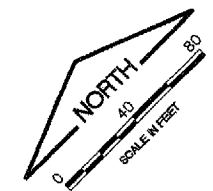


NOTE: 1.) THE CONTRACTOR SHALL FIELD VERIFY EXISTING LIGHT BASE TYPE (MOST ARE L-867, 12\"/>

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 C:\info.dwg
 baselines.dwg
 tb.dwg

REVISIONS		
NUMBER	BY	DATE

0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).



NOTES

1. SILT FENCE TO BE INSTALLED NO CLOSER THAN 30' FROM THE EDGE OF PAVEMENT.
2. NEW SOD TO BE 4' IN WIDTH.
3. CONTRACTOR SHALL BE REQUIRED TO MAINTAIN THE SILT FENCE UNTIL THE NEW TURF IS COMPLETELY ESTABLISHED.
4. THE EXISTING CULVERT UNDER THE APRON ACCESS ROAD SHALL HAVE ITS UPSTREAM END PROTECTED FROM SILT POLLUTED RUNOFF BY MEANS OF SILT FENCE. THE CONTRACTOR SHALL ENSURE RUNOFF PASSES THROUGH THE FENCE.
5. AFTER THE NEW TURF IS ESTABLISHED, THE CONTRACTOR SHALL REMOVE AND DISCARD THE SILT FENCE OFF AIRPORT PROPERTY. THE TRENCHLINE SHALL BE FULLY CLOSED AND RESTORED TO THE SATISFACTION OF THE AIRPORT. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE SILT FENCE.

LEGEND

- NEW ITEM AR904510 SODDING
- LIMITS OF GRADING, SEEDING AND MULCHING: ITEMS AR152481, AR901510 AND AR908510
- NEW ITEM AR156510 SILT FENCE
- NEW ITEM AR156520 INLET PROTECTION
- EXISTING CULVERT

UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT
 REHABILITATE AIR CARRIER RAMP
 GRADING, TURFING AND
 EROSION CONTROL PLAN

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IL PROJECT:	CMI-3449
A.I.P. PROJECT:	3-17-0016-22
SHEET 51 OF 58 SHEETS	

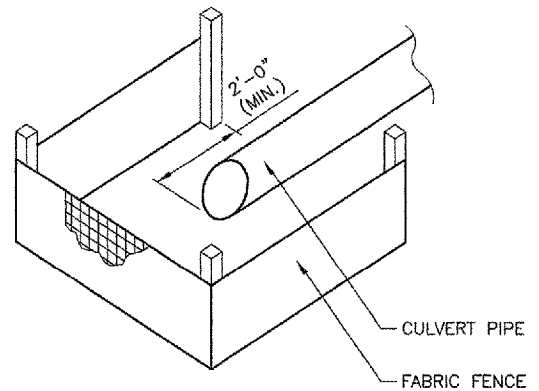
REVISIONS		
NUMBER	BY	DATE

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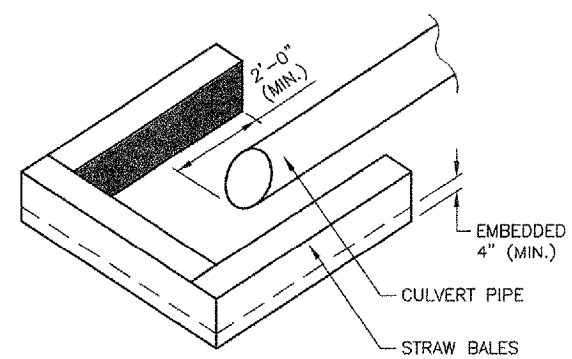
UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT
 REHABILITATE AIR CARRIER RAMP
 EROSION CONTROL DETAILS

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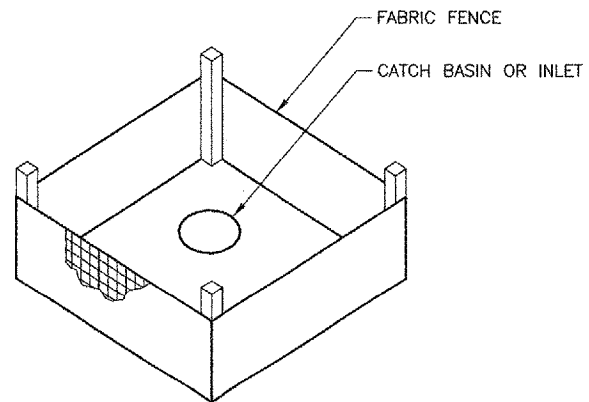
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 DATE: 06/10/2005
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 IL PROJECT: CMI-3449
 A.I.P. PROJECT: 3-17-0016-22
 SHEET 52 OF 58 SHEETS



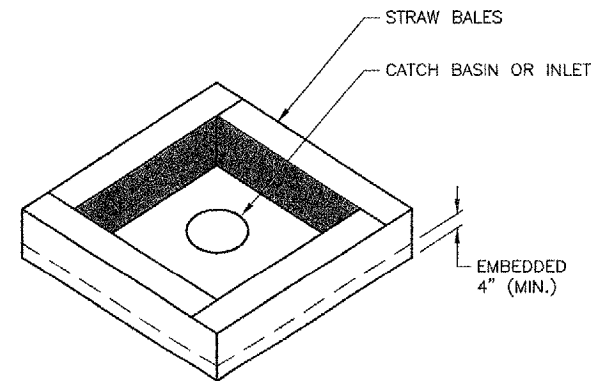
CULVERT PROTECTION WITH FABRIC
 N.T.S.



CULVERT PROTECTION WITH STRAW BALES
 N.T.S.



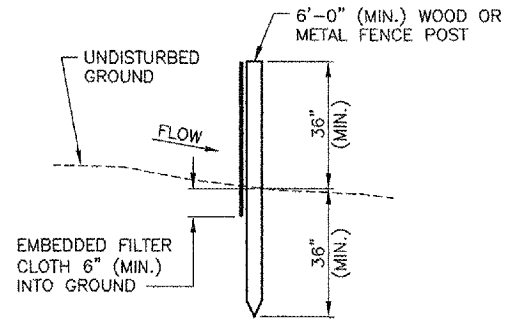
INLET PROTECTION WITH FABRIC
 N.T.S.



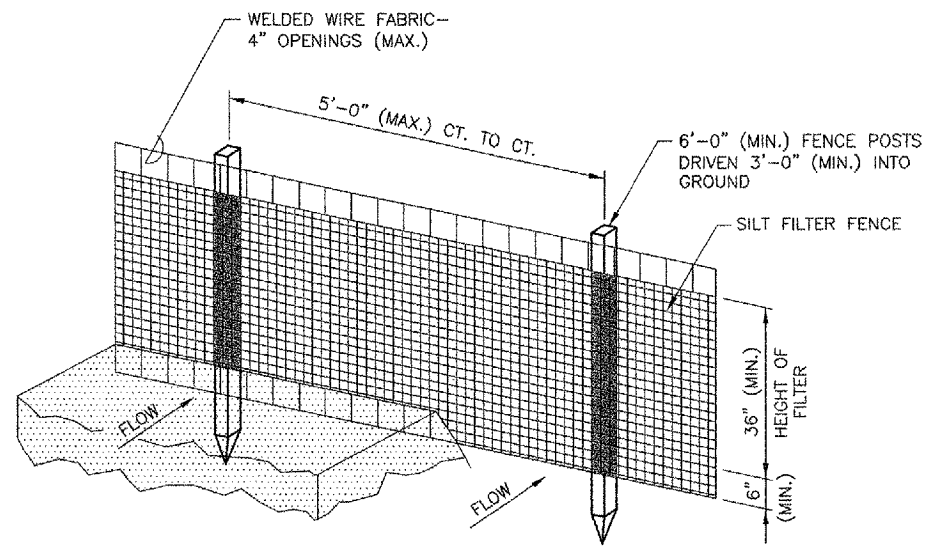
INLET PROTECTION WITH STRAW BALES
 N.T.S.

NOTES

1. IF SILT FENCE IS USED FOR INLET PROTECTION, THE FENCE CONSTRUCTION SHALL CONFORM TO THE EROSION CONTROL FABRIC FENCE DETAIL ON THIS SHEET.
2. INLET PROTECTION USED AROUND FLARED END SECTIONS OR CULVERTS SHALL ONLY REQUIRE 3 SIDES AND SHALL BE PAID FOR AS INLET PROTECTION.



SECTION



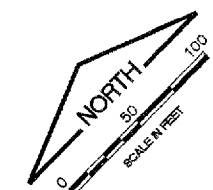
PERSPECTIVE VIEW

EROSION CONTROL FABRIC FENCE DETAIL
 N.T.S.

NOTES

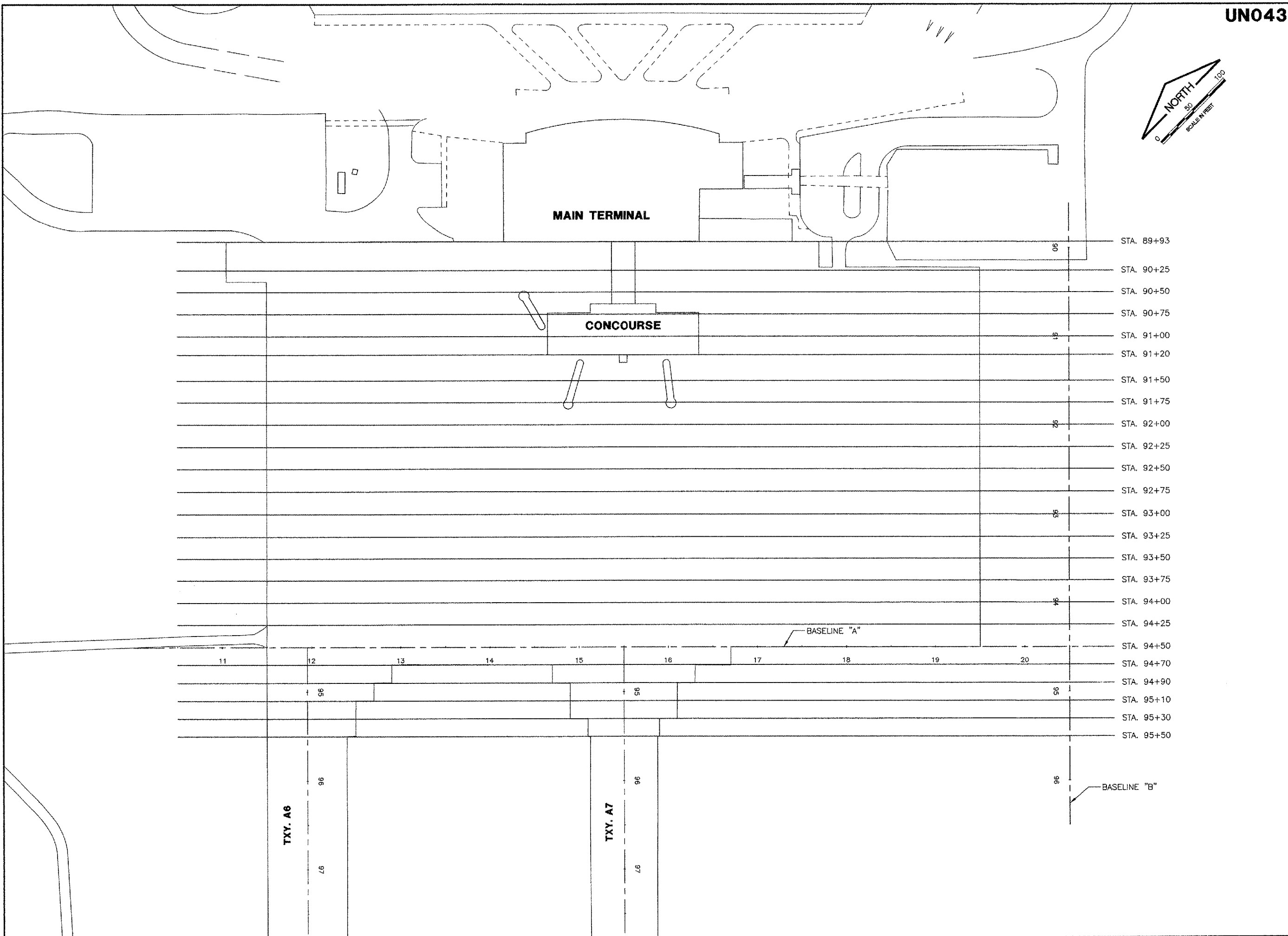
1. WELDED WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES.
2. FILTER CLOTH TO BE FASTENED SECURELY TO WELDED WIRE FENCE WITH TIES SPACED EVERY 12".
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6" MINIMUM AND FOLDED.
4. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. MAINTENANCE, WHICH INCLUDES THE REPLACEMENT OF DAMAGED FENCE, SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE EROSION CONTROL FENCE.

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 UPDATE BY: adraughan
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REVISIONS		
NUMBER	BY	DATE

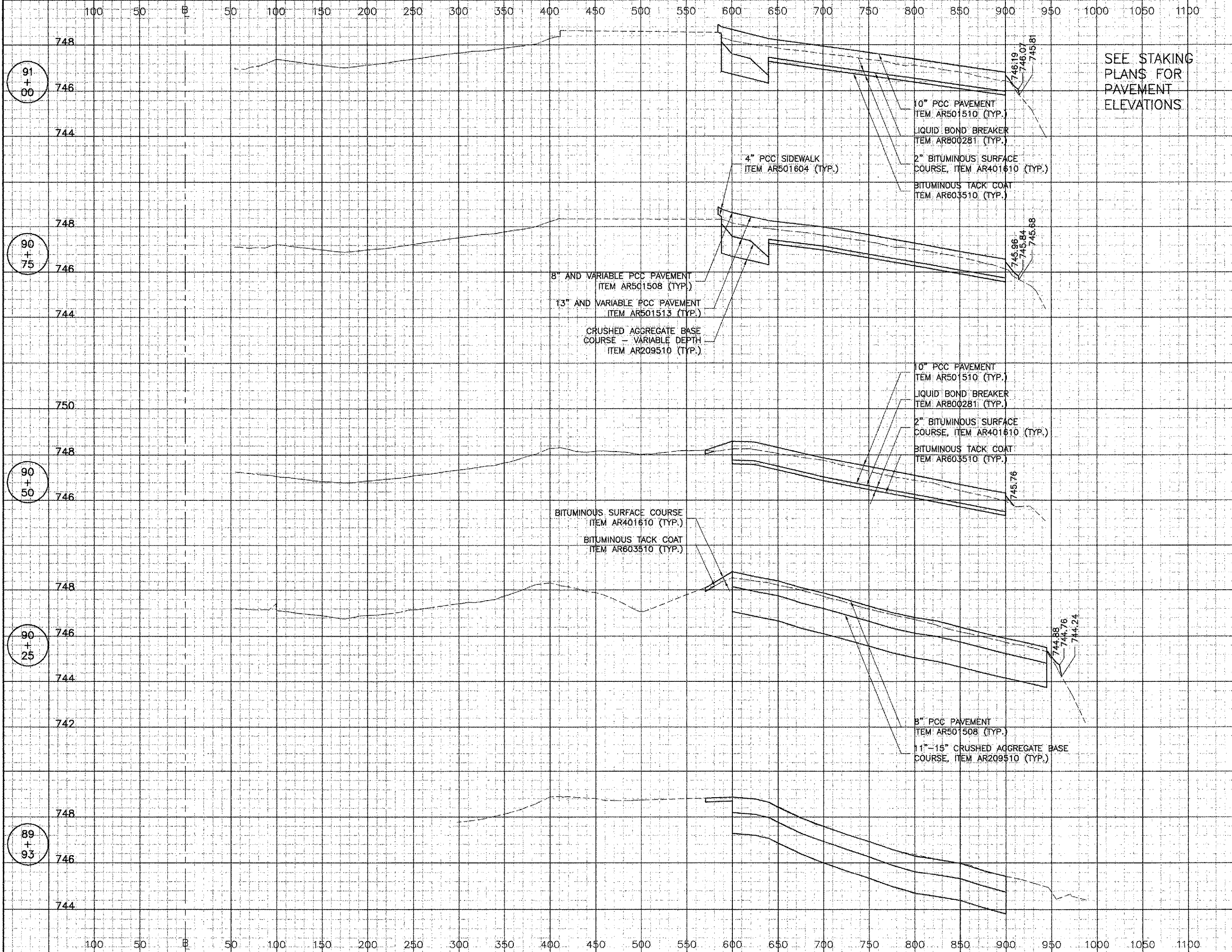
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 THIS BAR IS EQUAL TO 2"
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**UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT**
REHABILITATE AIR CARRIER RAMP
INDEX TO CROSS SECTIONS

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JOB No:	03059-03-00
IL. PROJECT:	CMI-3449
A.I.P. PROJECT:	3-17-0016-22
SHEET	53 OF 58 SHEETS

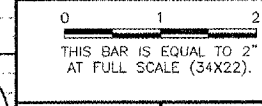


SEE STAKING
PLANS FOR
PAVEMENT
ELEVATIONS

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SURVEY BOOK #
DATE: Tue 6/21/05 12:31am
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REVISIONS		
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REHABILITATE AIR CARRIER RAMP

**CROSS SECTIONS SHEET 1
BASELINE B STA. 89+93 TO STA. 91+00**

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DATE: Tue 6/21/05 12:32am
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tb.dwg

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ELEVATIONS

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WILLARD AIRPORT

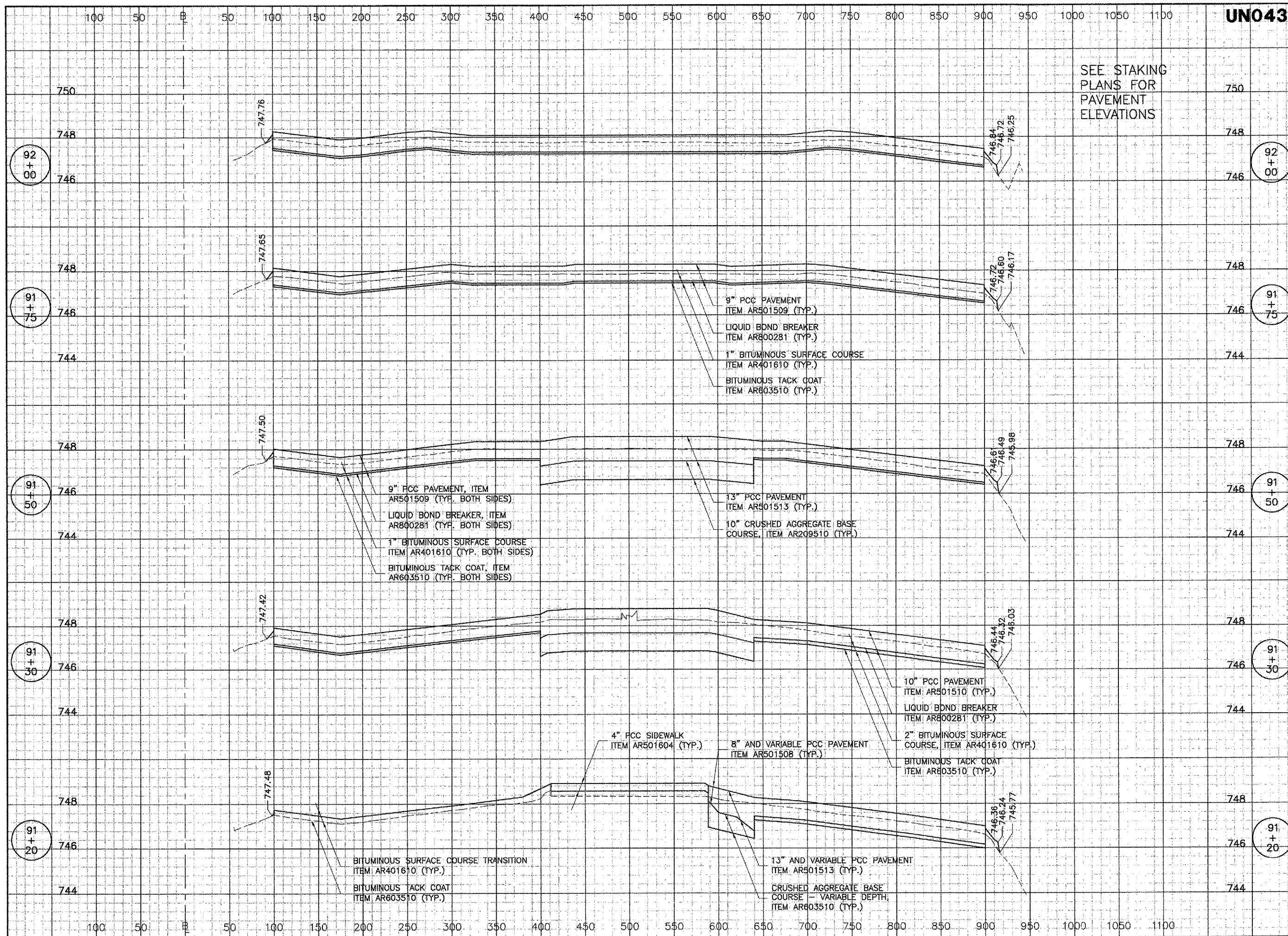
REHABILITATE AIR CARRIER RAMP

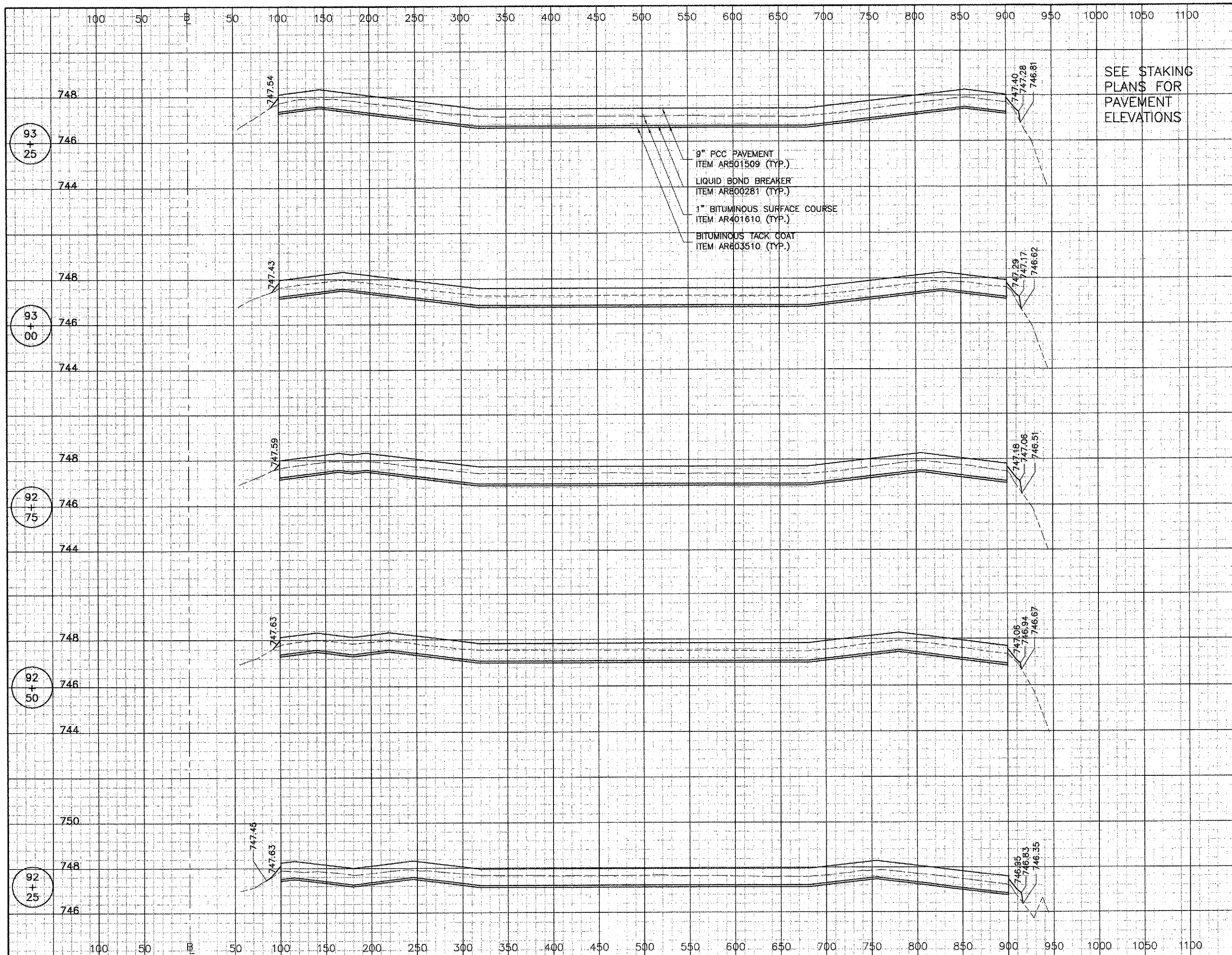
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BASELINE B STA. 91+20 TO STA. 92+00

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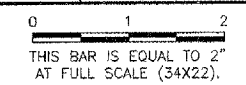
SEE STAKING
PLANS FOR
PAVEMENT
ELEVATIONS

9" PCC PAVEMENT
ITEM AR501509 (TYP.)
LIQUID BOND BREAKER
ITEM AR800281 (TYP.)
1" BITUMINOUS SURFACE COURSE
ITEM AR401610 (TYP.)
BITUMINOUS TACK COAT
ITEM AR603510 (TYP.)

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WILLARD AIRPORT**

REHABILITATE AIR CARRIER RAMP

**CROSS SECTIONS SHEET 3
BASELINE B STA. 92+25 TO STA. 93+25**

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A.I.P. PROJECT:	3-17-0016-22

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PLANS FOR
PAVEMENT
ELEVATIONS

9" PCC PAVEMENT
ITEM: AR801509 (TYP.)
LIQUID BOND BREAKER
ITEM: AR800281 (TYP.)
1" BITUMINOUS SURFACE COURSE
ITEM: AR401610 (TYP.)
BITUMINOUS TACK COAT
ITEM: AR803510 (TYP.)

REVISIONS		
NUMBER	BY	DATE

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AT FULL SCALE (34X22).

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WILLARD AIRPORT

REHABILITATE AIR CARRIER RAMP

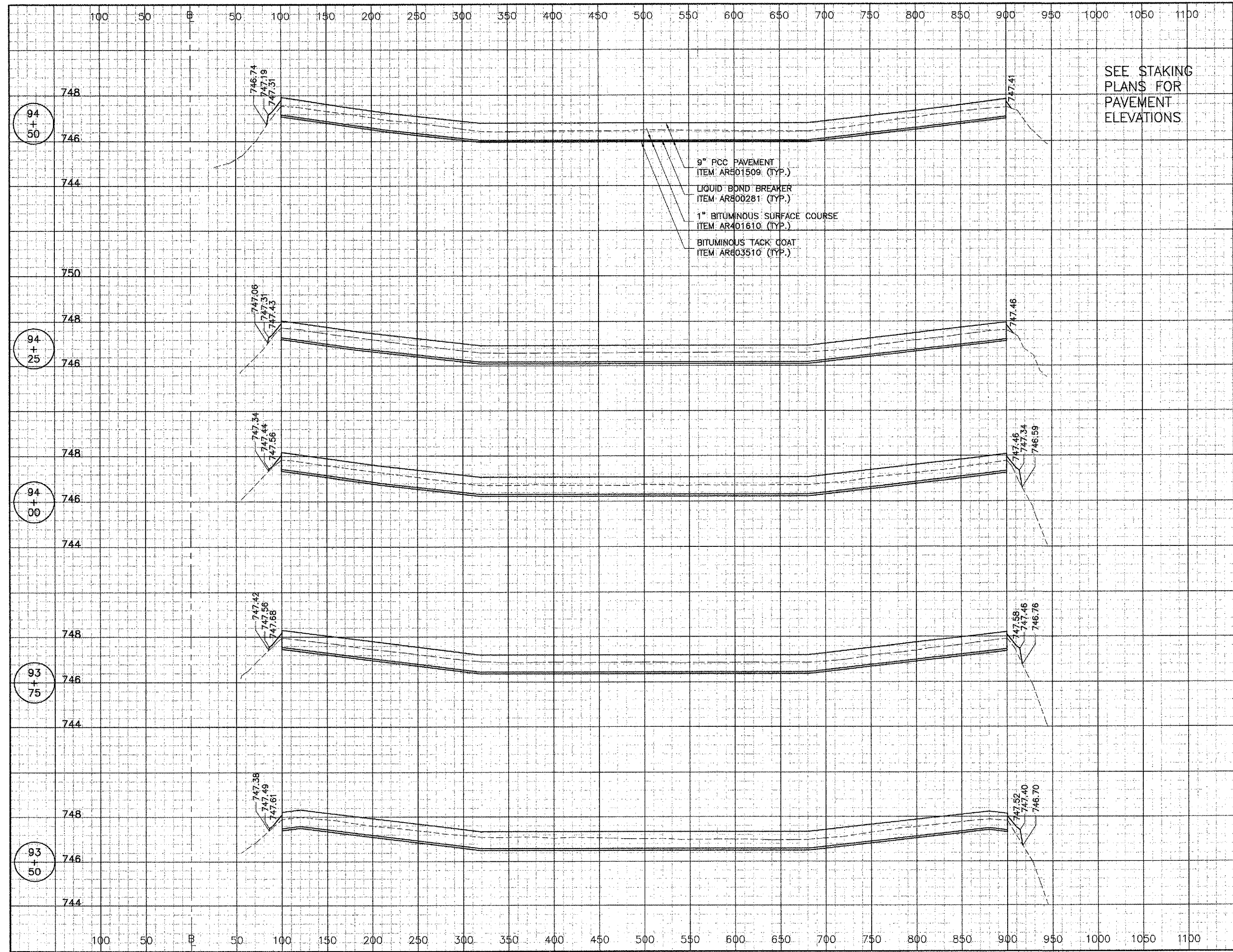
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A.I.P. PROJECT: 3-17-0016-22



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PLANS FOR
PAVEMENT
ELEVATIONS

95
+
50

95
+
50

95
+
30

95
+
30

95
+
10

95
+
10

94
+
90

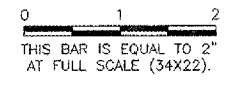
94
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90

94
+
70

94
+
70

REVISIONS

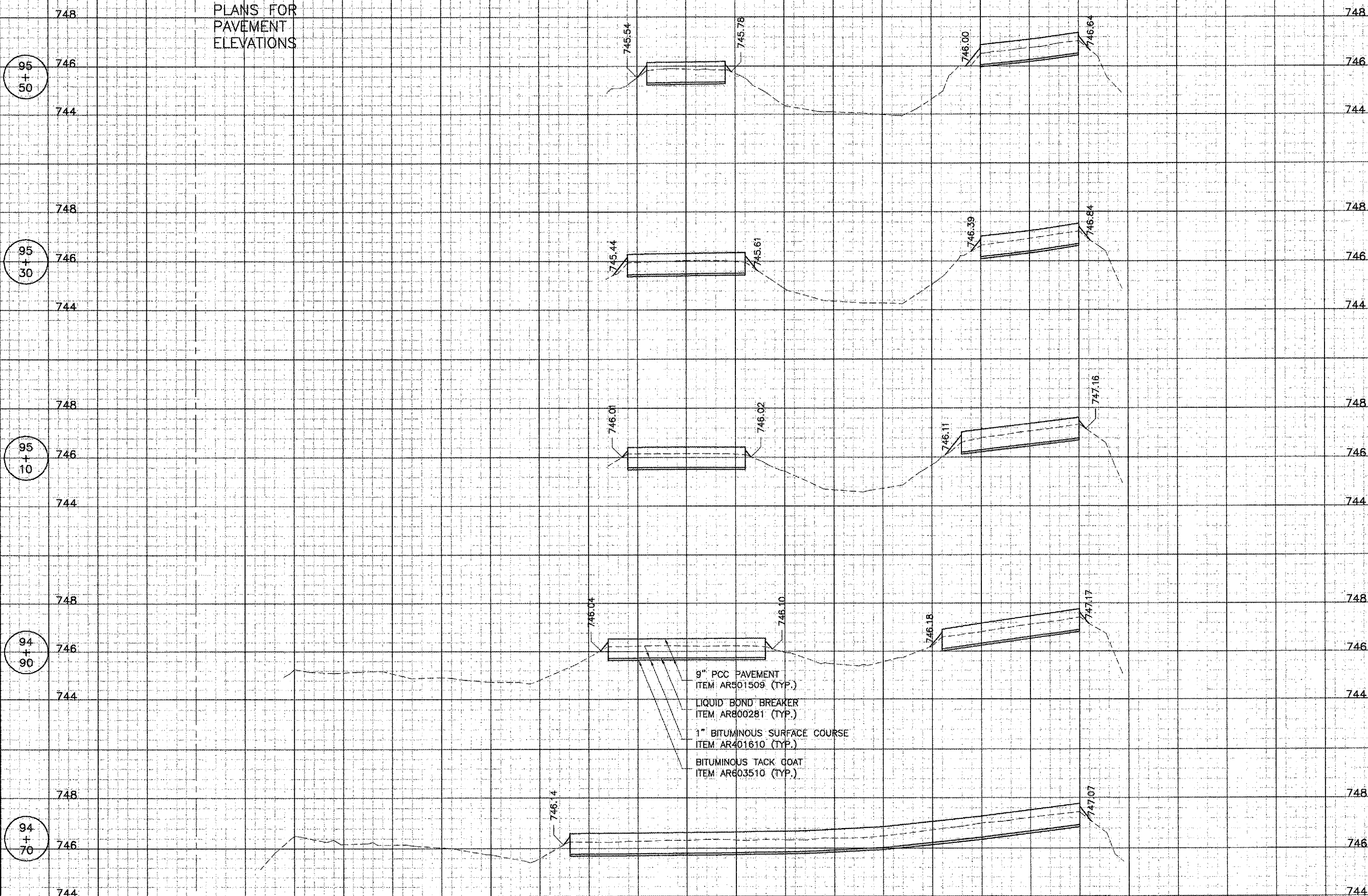
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WILLARD AIRPORT
REHABILITATE AIR CARRIER RAMP
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BASELINE B STA. 94+70 TO STA. 95+50

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A.I.P. PROJECT:	3-17-0016-22
SHEET	58 OF 58 SHEETS



100 50 B 50 100 150 200 250 300 350 400 450 500 550 600 650 700 750 800 850 900 950 1000 1050 1100 1150